

**UTAH REGULATIONS
FOR LEGAL & PERMITTED VEHICLES**

for

**OPERATORS, DRIVERS AND
ENFORCEMENT OFFICERS**



Prepared by

THE UTAH DEPARTMENT OF TRANSPORTATION

MOTOR CARRIER DIVISION

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<http://www.sr.ex.state.ut.us>

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SECTION 100

ADMINISTRATION

100.1 General Definitions

1. **AAMVA** - American Association of Motor Vehicle Administrators.
2. **AASHTO** - American Association of State Highway Transportation Officials. (also see WASHTO)
3. **Automobile Transporters**
 - a. Stinger-steered: A semitrailer combination wherein the fifth wheel is located on a drop frame behind and below the rear most axle of the power unit.
 - b. Traditional: A combination with the fifth wheel located above and approximately centered over the rear axles of the semi-tractor.
4. **Commercial Vehicle** - A motor vehicle, trailer, or semitrailer, exceeding 10,000 pounds gross vehicle weight rating (GVWR), used or maintained for the transportation of persons or property for-hire, compensation, or profit or designed, used, or maintained primarily for the transportation of property.
5. **Cargo Carrying Length-** The total length of a combination of trailers measured from the frontmost of the first trailer to the rear-most of the last trailer including the connecting tongue(s). (Effective January 1, 1999-revised August 2001).
6. **Cargo Length-** Combined length of trailers, and load being carried on an LCV, double or triple trailer combination, exceeding the legal cargo carrying length of 61 feet, including front and rear over overhangs, measured from the frontmost of the load on the first trailer to the rearmost of the load on the last trailer. This measurement includes all coupling devices. (Effective July 1, 2001).
7. **Divisible** - A load that can reasonably be dismantled or disassembled to smaller loads to be within legal dimensions or size and weight.
8. **Draw-bar** - The connection between two vehicles, measured from box to box and/or frame to frame, one of which is towing or drawing the other on a highway. (re: UR 300.1, "Towing".)
9. **Dromedary Unit** - A truck-tractor capable of carrying a load independent of a trailer. Treated as a truck and trailer if laden, as a tractor-trailer if unladen. (Units manufactured prior to December 1, 1982 are exempt.)
10. **Exclusive Devices-**All truck length and width devices and appurtenances exempt from measurement in 23 CFR 658 of the Federal Register. (Final Rule effective April 29, 2002).

11. **Highway--** Any public road, street, alley, lane, court, place, viaduct, tunnel, culvert, bridge, or structure laid out or erected for public use.
12. **Interstate Highway-** Any highway designated “Interstate” or “Freeway”. For this purpose of this manual these highways are: I-15, I-215, I-80, I-84, I-70 and SR 201 (2100 South Freeway) from I-15 to 5600 West, SR-89 from I-84 to I-15. Divided highways are synonymous with “Interstate” (re: UCA 72-1-102 [lo]).
13. **Implement of Husbandry** ▪ Every vehicle designed or adapted or used exclusively for an agricultural operation and only incidentally operated or moved upon the highways. (re: UCA 41-1a-102, par. 23).
14. **LCV** ▪ (Longer Combination Vehicle) ▪ A combination of truck-tractor, semitrailer and trailer(s) which exceeds legal length dimensions and operates by permit for transporting reducible (divisible) loads.
- Manufactured/Mobile Home (or Movable Structure)** ▪ Structure built on a permanent chassis designed to be used as a permanent dwelling.
16. **Modular Home** ▪ Structure not on permanent chassis designed to be installed on a foundation as a permanent dwelling.
17. **Non-Divisible** ▪ Any load or vehicle exceeding applicable length or weight limits which, if separated into ‘smaller loads or vehicles would:
- a. Compromise the intended use of the load and/or vehicle, i.e., make it unable to perform the function for which it was intended;
 - b. Destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or
 - c. Require more than 8 work hours to dismantle using appropriate equipment. The applicant for a non-divisible load permit has the burden of proof as to the number of work hours required to dismantle the load.
- Recreational Vehicle Combinations-Two or more recreational vehicles coupled together and operated on the highway.**
- Retractable Axle** ▪ An axle which can be mechanically raised and lowered by the driver of the vehicle, but which may not have its weight-bearing capacity mechanically regulated.
20. **Secondary Highway-** All other routes not designated as “Interstate” or “Freeway”. Two- lane, two-way highways are synonymous with secondary highways.(re: UCA 72-1-21 thru 72-1 -23)
21. **SME (Special Mobile Equipment)** ▪ Vehicles exempt from registration-(a) Every vehicle not designed to be operated or moved over the highway, including but not limited to road construction and maintenance machinery such as backhoes, bulldozers, compactors, asphalt

spreaders, bituminous mixers, bucket loaders, tractors and trenchers, other than truck tractors, graders, finishing machines, motor graders, road rollers, scrapers, scarifiers, earth moving carry-all's, scrapers, power shovels, drag lines, and earth-moving equipment. The term does not include vehicles designed for the transportation of persons or property. (b) Farm tractors. (c) Ditch digging apparatus. (Re: UCA 41-1a-102[57] & R912-16-3)

22. **Special Truck Equipment-** Vehicles not classified as special mobile equipment exempt from registration, but are eligible for one-half exemption of fees required under UCA 41-1a-1206: (a) Concrete Pumper Trucks. (b) Cranes performing crane services with a crane lift capacity of five tones or more. (c) Well boring or well service trucks. These vehicles are subject to all normal registration requirements.

Saddle Mount - A truck or tractor towing other vehicles with the front axle of each towed vehicle mounted on top of the frame of the proceeding vehicle's.

Tandem Axle - Two or more axles spaced not less than 40 inches nor more than 96 inches apart (measured from the center of each axle) and having at least one common point of suspension.

Tridem Axle - Any three consecutive axles whose extreme centers are not more than 144 inches apart (measured from the center of each axle), and are individually attached to or articulated from, or both, a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles.

26. **Truck** - A single unit motor vehicle used primarily for the transportation of property.
27. **Truck Tractor** - A motor vehicle designed and used primarily for drawing other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and load that is drawn.
28. **VLS (Variable Load Suspension) Axle** - An axle that can be loaded mechanically to various capacities. These axles are controlled by hydraulic and air suspension systems, mechanically, or by a combination of these methods. (see Appendix E)
29. **Vehicle** - Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices used exclusively upon rails or tracks.
30. **WASHTO-** Western Association of State Highway Transportation Officials.

Western Regional Permits- Oversize and Overweight permits. issued through UDOT Headquarters Port of Entry. valid in most western states. *(Call HQ-POE for information)*

100.2 Legal Authority:

Utah Code Annotated (UCA) 72-1-201 authorizes the Utah Department of Transportation to administer the state highways and exercise those powers and duties which relate to the determination

and carrying out of the general policy of the State relating thereto. In order to safeguard Utah highways, structures and highway facilities from damage due to oversize and overweight vehicles, including vehicles of an unusual physical nature, the Department exercises control over the operation of vehicles and their size and weight in the State of Utah (UCA 72-7-401 through 72-7-409).

Utah Code Annotated (UCA) 72-9-501 empowers the Department to construct ports of entry for the purpose of checking drivers, vehicles, and vehicle loads for compliance with state and federal laws including but not limited to those specified therein. In order to enforce the laws, regulations, and policies adopted, the Department has delegated authority to the Division of Motor Carriers to operate the Ports of Entry.

Operators of vehicles which, laden or unladen, exceed the legal limit for size or weight shall obtain the appropriate permit prior to operating on public highways.

For those cases not covered in this publication, or by other Department of Transportation regulatory guidance, authorization must be obtained for each particular vehicle, load and routing through the:

Utah Department of Transportation
Headquarters Port of Entry
4501 South 2700 West
PO Box 141210
Salt Lake City, Utah 84114-1210

Telephone: (801) 965-4508
Facsimile: (801) 965-4936
Internet Page: <http://www.sr.ex.state.ut.us/>

When required, applications for oversize and/or overweight permits will be evaluated with the assistance of other agencies such as Structures, Motor Carrier Safety and Permits Officers.

Vendors and manufacturers of trailers, special mobile equipment, or peculiar vehicles and/or combination of vehicles, are urged to coordinate, preferably in writing, with the Motor Carrier Division before manufacturing, modifying or selling such equipment for use in this state. Care should be exercised that such equipment complies with the requirements of this state.

100.3 Intent:

Special responsibilities are imposed upon permit applicants when applying for oversize/overweight or other permits and upon the Ports of Entry and the Department in issuing or denying the permits.

The applicant must accurately and honestly present all the relevant details regarding size, weight and the desired routing of a proposed move and verify that the vehicle, combination of vehicles, or LCV's are properly registered and licensed. The applicant must also verify that non-divisible overweight and or oversize loads cannot reasonably be dismantled or disassembled and that non-divisible overweight loads cannot reasonably be reduced.

Ports of Entry and the Department must consider interference with traffic flow, the effect on public safety, and the preservation of the highway infrastructure in conjunction with the need to transport cargo. They shall strive:

1. To protect the motor carrier industry and the motoring public from hazards created by the movement of oversize or overweight vehicles or vehicles and loads on public highways.
2. To show due regard for the comfort and convenience of other motorists by preventing or minimizing undue delays to the normal flow of traffic.
3. To prevent damage to the highway infrastructure, thus protecting the taxpayers' enormous capital investment.
4. To facilitate commerce within the State of Utah, to minimize transportation costs, and to assure a continued viable freight transportation system in the State.
5. To assist haulers, contractors and individuals with special transportation problems involving excess size or weight by processing permit applications as promptly as possible.

100.4 Adoption of Federal Regulations:

Federal Motor Carrier Safety Regulations (FMCSR) and the Federal Hazardous Materials Regulations in Title 49, Transportation Code of Federal Regulations, are adopted by reference and apply to all motor carriers engaged in Interstate and/or Intrastate Commerce. (re: UCA 72-9-103). All truck length and width exclusive devices in 23 CFR 658 of the Federal Register. (Final Rule effective April 29, 2002)

100.5 Commercial Vehicles Entering a Freeway or Interstate Highway:

All commercial vehicles entering the flow of traffic on a Freeway or Interstate Highway, will stay in the rightmost lane of traffic until such speed has been achieved to safely merge to the left, without interfering with the normal flow of traffic, or creating a slow down, or hazard, to the existing flow of other vehicles. (RE. UCA 41-6-53) (January 1, 2002)

SECTION 200

LEGAL WEIGHT

200.1 Tire Weight Limitations:

1. Legal ratings are marked on the tire sidewall, and no tire shall carry a greater weight than the manufacturer's rating or 600 pounds per inch of tire width (re: FMCSR 393.75).
2. Permitted divisible configurations equipped with tires 11 inches wide or greater will be allowed 500 pounds per inch of tire width.
3. Permitted divisible configurations equipped with tires less than 11 inches of tire width will be allowed 450 pounds per inch of tire width.
4. Except for steering axles, self steering VLS/retractable axles, or wide base single tires (14 inches wide or greater as indicated by the manufacture's sidewall rating), all axles weighing more than 10,000 pounds shall have at least four tires per axle. (Effective September 1, 1998 for permitted divisible configurations only).

Example: A tridum axle group (designed for equalized weight distribution) equipped with single tires less than 14 inches in width will be allowed 30,000 pounds. A tridum axle group equipped with dual tires or wide base single tires is allowed between 42,000 and 43,500 pounds, based on Bridge Table B. A tandem axle group (designed for equalized weight distribution) equipped with single tires less than 14 inches in width will be allowed 20,000 pounds. All axles in the group must be dueled to be allowed maximum weight.

Note: To convert metric sized tires to inches multiply the millimeters by 0.04.

5. Except for steering axles, including self steering VLS, retractable axles, or wide base tires (14 inches wide or greater) single tires on single axles will not be allowed. (August 2001)

200.2 Axle & Vehicle Weight Limitations

The maximum gross and axle weight limitations are as follows: (re: UCA 72-7-404 and Utah Bridge Table B, Appendix A-2.)

- | | | | |
|----|--------------|---------------|---|
| 1. | Single Wheel | 10,500 pounds | Not to exceed tire rating. |
| 2. | Single Axle | 20,000 pounds | Except for steering axles, dual tires or equivalent, as prescribed by Federal Motor Carrier Safety Regulations or UDOT, are required. Single tires, except for super singles, on trailer axles of vehicles requiring an overweight/oversize permit shall not be allowed on single axles. (Re: Appendix E-2) |

- | | | | |
|----|----------------------|--------------------|---|
| 3 | Tandem Axle | 34,000 pounds | Dual tires required or equivalent as prescribed by Federal Motor Carrier Safety Regulations or UDOT. |
| 4. | Tridum Axle | See Bridge Table B | |
| 5. | Gross Vehicle Weight | 80,000 pounds | The maximum legal weight of a vehicle or a combination of vehicles and the weight of any group of two or more axles must be in compliance with the Bridge Formula (re: Appendix A-2). The vehicle or combination of vehicles must also meet the requirements of legal axle and tire load limitations. |

A highway authority may prohibit the operation of any vehicle or impose restrictions on the weight of a vehicle upon any highway under its jurisdiction for up to 90 days in a calendar year. (re: UCA 72-7-408)

SECTION 300

LEGAL SIZE

300.1 Width, Height, Length (re: UCA 72-7-402):

All state or federally approved safety and other lawful appurtenant devices, including those for load securing related to the safe operation of a vehicle, are excluded for purposes of measuring the width and length of a vehicle if they are not designed or used for carrying cargo. Load-induced tire bulge is also excluded for width measurement.

WIDTH 8 1/2" With or without load. (Measured from outside to outside of widest extremities, excluding appurtenant devices listed above).

Note (RV's): Appurtenances attached to the sides or rear of a recreational vehicle that is not a commercial motor vehicle are excluded for purposes of measuring width and length of the recreational vehicle if the additional width or length of the appurtenances does not exceed six (6) inches.(UCA 72-7-402(1)(c)-July 2002)

HEIGHT 14' Measured from level road surface to top of load or vehicle.

LENGTH 45' **Single Vehicle**, including front and rear bumpers.

48' **Semitrailer**, there is no overall length limitation on a tractor and semitrailer combination when the semitrailer length is 48 feet or less. (re: UR 600.8 for trailers exceeding 48 feet in length.)

61' **Double Trailer Combinations**, measured from the front of the first trailer to the rear of the second trailer, excluding appurtenances listed above. There is no overall length limitation on a truck tractor and double trailer combination when the trailers coupled together measure 61 feet or less. No more than (3) three vehicle combinations allowed on secondary roads.

Stinger-Steered Automobile Transporters, bumper to bumper. May have 3 feet front and 4 feet rear overhang without permit.

NOTE: No permit is allowed for excess overhangs. (re: Federal Size Regulations for Commercial Motor Vehicles- CFR23)- Not to exceed 82 feet maximum overall length.

Saddle mount, (drive-away) with full mount. Up to triple Saddle mount with full mount vehicle transporter combinations allowed. This will allow a maximum of three Saddle mount vehicles, one power unit and one full mount.

Truck Trailer Combination, measured from bumper to bumper.

All Other Combinations, including Recreational Vehicles, when coupled together. Length limitations do not apply to combinations of vehicles operated at night by a public utility when required for emergency repair of public service facilities or properties, or when operated with an overweight/oversize permit under UCA 72-7-406. Appurtenances attached to the sides or rear of a recreational vehicle that is not a commercial motor vehicle are excluded for purposes of measuring width and length of the recreational vehicle if the additional width or length of the appurtenances does not exceed six (6) inches.(UCA 72-7-402(1)(c)-July 2002)

OVERHANG

A vehicle or combination of vehicles, as defined in UCA 41-1 a-102, may not carry any load extending more than 3 feet beyond the front of the vehicle(s) or more than 6 feet beyond the rear of the bed or body of the vehicle(s).

TOWING

The drawbar or other connection between any two vehicles, one of which is towing or drawing the other on a highway, may not exceed 15 feet in length from the one vehicle to the other (measured from box to box and/or frame to frame), except in the case of a connection between any two vehicles transporting poles, pipe, machinery, or structural material that cannot be dismembered when transported upon a pole trailer as defined in UCA 41-6-1 (33).

SECTION 400

PERMITS

400.1 Oversize and Overweight Permits Authorized:

Permits may be issued for movement of oversize and/or overweight vehicles and loads, combinations of vehicles, LCV's and mobile/modular homes, in accordance with the laws, rules and regulations of the Department when:

- Application has been submitted in person, by mail, phone, facsimile or by another approved method and the applicant is judged competent and qualified to make the move.
- 2. The point of origin, destination, and the desired route of travel have been provided, and the vehicle and load are thoroughly described and identified, as required, for the permit requested.
- 3. The proposed move has been determined to be compatible with traffic safety requirements.
- 4. The Permittee affirms that:
 - 1. The vehicle has been properly registered and licensed in compliance with Utah law.
 - 2. The drivers and owners of the vehicles have met all financial responsibility requirements of the law.
 - 3. The drivers are properly licensed to operate in Utah with regard to the proposed move.

The Department may, at its discretion, authorize overweight/oversize permits exceeding the provisions of UCA 72-7-406 by more than 25% for non-divisible loads over approved routes. (re: UCA 72-7-404)

The appropriate permit for overweight/oversize vehicles and loads, including special mobile equipment, must be obtained prior to operating within the State of Utah, except when entering on I-15 near St. George and I-80 near Echo and Wendover. Utah Regulations (UR) Sections 400.5 and 400.6 describe the procedures and locations for obtaining permits.

400.2 Safety Enforcement:

- 1. Permits will not be issued to any company which does not have an established safety program, satisfactory USDOT rating, or an unsatisfactory standing with the Department. All vehicles and/or loads must be in compliance with Federal Motor Carrier Safety Regulations (CFR 49 parts 387-399) plus the Federal Hazardous Material Regulations (CFR 49 parts 171-178 SO), and all State laws, rules and regulations.

2. Permits may be revoked/confiscated by enforcement personnel for violation of:

Federal Motor Carrier Safety Regulations, and Utah Codes.(re: CFR Title 49, UCA 41-6-142 & 72-7-406[b,c,d])
2. Terms and conditions of permits. (re: 72-7-409)
3. Speed limits. (re: 72-7-406 [12][13])
4. Requirement that permitted vehicles be driven in right lane (re: UR 500.5 and 600.3 & UCA 72-7-406).
5. Load securement requirements. (re: UCA 72-7-409)
6. Inclement weather or hazardous travel conditions.

400.3 Liability of Permittee:

The applicant or Permittee, as a condition for obtaining the permit, shall assume all responsibility for accidents, including injury to any persons or damage to public or private property caused by operations covered by it.

The applicant or Permittee agrees to indemnify and hold harmless the Department, the Utah Highway Patrol, their officers, agents and employees from any and all claims resulting directly or indirectly from the transportation of vehicles, combinations of vehicles, LCV's, manufactured housing, etc., on any public highway of the State of Utah.

400.4 Permits Required:

A permit is required when one or more of the following conditions exists:

1. The gross vehicle weight exceeds the limit imposed by Utah Statutes or Administrative Rules adopted by the Department. The axle loads exceed the values of Utah Bridge Table B Extended (Appendix A-2).
2. Width of a vehicle and/or load exceeds 8 1/2 feet.
3. Height of vehicle and/or load exceeds 14 feet measured vertically from the level road surface to the highest point of the load or vehicle (re: UR 300.1).
4. Length of single vehicle exceeds 45 feet; or length of combination of vehicles exceeds the dimensions specified (re: UR 300.1).

400.5 Locations Where Permits May Be Obtained:

Application should be made for permits well in advance of the desired use. Overweight/oversize permits may be purchased by walk-in service, facsimile machine, telephone or mail through:

- 1 Headquarters Port of Entry Telephone (801) 965-4508
 Utah Department of Transportation (UDOT) Facsimile (801) 965-4936
 PO Box 141210
 4501 South 2700 West
 Salt Lake City, Utah 84114-1210

<u>Port</u>	<u>Location</u>	<u>Phone No.</u>
St. George	I-15, Utah-Arizona Line, mile post 1	(435) 673-965 1
Wendover	I-80, Utah-Nevada Line, mile post 3	(435) 665-2274
Echo	I-80, Utah- mile post 18 1	(435) 336-5286
Loma, CO	I-70, Utah-Colorado Line, mile post 14	(970) 858-53 12
*Kanab	SR US 89, North of town, mile post 67	(435) 644-5871
*Monticello	SR 666, East of town, mile post 2	(435) 587-2662
*Peerless	SR US 6, North of Helper, mile post 23 1	(435) 472-3401
*Daniels	SR US 40, South of Heber City, mile post 22	(435) 654-1091
*Perry	I-15, South of Brigham City, mile post 361	(435) 734-9414
Mobile	Main office in Salt Lake	(801) 965-4508

*Interior Ports of Entry (re: UR 400.6, paragraph 3.a. & b) Contact for clearance numbers prior to entering state.

2. Permit Wizard, a division of Vital Check, offers a permitting system that works through the Internet - <http://www.permitwizard.com> or call 888-386-4236.
- 3 Everything you wanted to know about the Utah Motor Carrier Division and Utah Regulations can be found on the web at www.dot.state.ut.us and go to the Operations Group listing.
4. Vernal Division of Motor Vehicles Office, by walk-in service or telephone only: (contact Daniels POE)

State and County Building
152 East 100 North
Vernal, Utah 84078
(435) 781-0770, Ext. 341

5. Duchesne County Assessor's Office, by walk-in service or telephone only:(contact Daniels POE)
 County Building
 50 East 100 South
 Duchesne, UT 84021
 (435) 738-2435

6. Millard County Road Department, by walk-in service: (contact Peerless POE)
 County Road Department
 1000 West 1000 North
 Delta, UT 84624

7. UDOT Regional/District Offices: (contact Port of Entry listed below Region)

Region 3 (Peerless POE)	825 North 900 West Orem, Utah 84057	801-227-8000
Region 4 (Kanab POE)	708 South 100 West Richfield, Utah 84701	435-896-1399
Cedar City District (Kanab POE)	470 North Airport Road Cedar City, Utah 84721-1009	435-865-5500

400.6 Procedure For Applying For A Permit:

When requesting a permit by mail, telephone, facsimile machine or in-person, the following information must be provided:

1. Overweight vehicle or combination of vehicles.
 1. Owner/Lessee - name, address and telephone number.
 2. Vehicle license number and state, unit number, VIN number and USDOT number.
 3. Load description (divisible, non-divisible, Special Mobile Equipment), proposed maximum gross vehicle weight.
 4. Desired duration of the permit (single trip, semi-annual or annual).
 5. Routes requested.
 6. When required for the permit, the horsepower and make of the power unit, special mobile equipment, or other special equipment.
 7. All axle weights, spacing and total number of axles, and width. Identify all variable lift/retractable axles.
 8. The load rating for tires on all axles.

2. Oversize vehicle or combinations of vehicles.

1. Owner/Lessee - name, address and telephone number.
2. Vehicle license number, state, unit number, VIN number and USDOT number.
3. Load description (divisible, non-divisible, mobile home, modular home, other).
4. Dimensions - Length, width, height, front overhang, rear overhang.
5. The required duration of the permit (single trip, semi-annual or annual).
6. The routes requested.
7. Proof of insurance (re: UR 400.8).

3. The procedure for applying for a permit by telephone is as follows:

Prior to operation in the state, the applicant shall telephone the nearest port of entry, to make application, preferably allowing two days advance notice. Permits may be paid for using a major credit card, by telephone and the permit faxed to the driver's location or any fax machine designated.

2. The appropriate permit will be obtained prior to operating in the state or movement of the load.
3. Exceptions will be made on a case-by-case basis with **approval from the Department.**

4. The procedure for obtaining a permit by facsimile machine is as follows:

Call POE nearest to entry point. (re: UR 400.5)

2. Provide permit information for the type of permit required.
3. Identify an authorized fax service account, ie:,Comdata (if applicable), credit card information or accounts receivable, etc.
4. Pay permit and fax fee, pick up permit at the truck stop or other location designated.

400.7 Provisions Applying To Permits:

The following provisions shall apply to oversize and overweight permits:

1. A permit for a non-divisible load may not be used to transport a divisible load, nor may a permit for a divisible load be used to transport a non-divisible load.

EXCEPTION: A non-divisible oversize load may operate with a divisible overweight permit provided the axle, gross and bridge limitations do not exceed those specified on the permit.

2. Axle weights of divisible loads will not exceed the Utah weight table. A permit for non-divisible loads will indicate the axle and gross weight authorized.

3. Divisible trailer, or truck-trailer. combinations in excess of legal lengths are not allowed to transport non-divisible oversize loads.
4. Annual, semi-annual and single trip permits may be transferred on a one time basis for a \$25.00 fee. The original permit, or evidence of having an original permit, shall be presented to the issuing agent. A transfer permit may then be issued which will have the same expiration date as the original permit. A permit may only be transferred once, and the power unit must no longer be owned or operated by the company, or the power unit has been sold, destroyed, or is no longer used in LCV operations. Extenuating circumstances will be considered on a case by case basis by the Department.
5. Under no circumstances may changes be made on permits after they have been issued, except those changes made by authorized officials. (e.g., POE Agent, UHP Trooper, etc.)
6. Fees will not be refunded for unused permits unless authorized by the Department.
7. Photo copies of permits are prohibited, except when issued to political subdivisions or government agencies on a no fee basis, or as provided in UR Section 400.6.4.
8. Only one vehicle (power unit) will be allowed on each permit, except as authorized by Headquarters POE.
9. Utah law requires that the original permit be carried in the vehicle for which it was issued, during authorized operations. The permit shall be available for inspection by any law enforcement officer or port agent.
10. Annual and semi-annual permits issued for combinations of vehicles transporting divisible loads may be used for the movement of combinations of less weight and/or shorter length provided the Utah Bridge Table B Extended is complied with. All regulations and restrictions as determined by the actual size and weight must also be observed.

EXAMPLE: LCV's exceeding 81 feet cargo/cargo, with a permit to operate on the Interstate, may operate on two-lane highways when the cargo/cargo carrying length does not exceed 81 feet, and in compliance with Utah Bridge Table B Extended.

11. LCV's exceeding 81 feet cargo/cargo carrying length must apply for special approval through UDOT's Motor Carrier Division. Only annual overweight/oversize permits will be issued. Single trip permits may be issued to unladen LCV's and to temporary power units for disabled LCV's.
12. LCV operators who demonstrate that their gross vehicle weight will never exceed 80,000 pounds may be allowed to purchase oversize only permits, if desired.
13. Violation of the terms of any permit may be cause for revocation of the permit, and suspension of permit privileges.

400.8 Insurance:

All motor carriers operating in Utah must file proof of insurance with the Department in accordance with Federal Motor Carrier Safety Regulations, (FMCSR) 387.9.

400.9 Permit Fees:

1 Oversize Divisible/Non-Divisible Loads:

Single Trip	\$25.00
Semi-Annual (180 Days)	\$60.00
Annual (365 Days)	\$75.00

2. Overweight/Oversize Divisible Loads:

Single Trip	\$50.00
Semi-Annual (180 Days)	
80,001 - 84,000 pounds	\$150.00
84,001 - 112,000 pounds	\$260.00
112,001 - 129,000 pounds	\$350.00
Annual (365 Days)	
80,001 - 84,000 pounds	\$200.00
84,001 - 112,000 pounds	\$400.00
112,001 - 129,000 pounds	\$450.00

3. Overweight/Oversize Non-Divisible Loads Up To 125,000 Pounds GVW:

Single Trip	\$50.00
Semi-Annual (180 Days)	
80,001 - 84,000 pounds	\$150.00
84,001 - 112,000 pounds	\$260.00
112,001 - 125,000 pounds	\$350.00
Annual (365 Days)	
80,001 - 84,000 pounds	\$200.00
84,001 - 112,000 pounds	\$400.00
112,001 - 125,000 pounds	\$450.00

4. Overweight/Oversize Loads Exceeding 125,000 pounds GVW:

Single Trip	
Minimum	\$65.00
Maximum	\$450.00

Overweight/oversize permit fees for vehicles with a GVW in excess of 125,000 pounds are determined by the table in Appendix B. Actual weights and miles shall be rounded to the next higher increment.

SECTION 500

OVERWEIGHT LOADS

500.1 Permit Required:

A vehicle or combination of vehicles exceeding legal weight, as specified in UR Section 200, may only be operated or moved upon any state highway, paved or unpaved, with a valid permit issued by the Department. The limits of the permit shall not be exceeded.

500.2 Overweight Divisible Loads:

An overweight/oversize permit may be issued for moving a combination of vehicles and loads exceeding the legal limits under the following conditions:

1. The combination of vehicles is properly registered for 78,001 to 80,000 pounds.
2. The height of the combination and/or load does not exceed 14 feet.
3. The width of the combination and/or load does not exceed 8 1/2 feet.
4. Permitted divisible configurations equipped with tires 11 inches wide or greater will be allowed 500 pounds per inch of tire width.
5. Permitted divisible configurations equipped with tires less than 11 inches of tire width will be allowed 450 pounds per inch of tire width.
6. Except for steering axles, self steering VLS/retractable axles, or wide base single tires (14 inches wide or greater as indicated by the manufacture's sidewall rating), all axles weighing more than 10,000 pounds shall have at least four tires per axle. (Effective September 1, 1998 for divisible configurations). Extent for those listed above. single tires on single axles will not be allowed. (August 2001)
7. The axle, groups of axles, and GVW does not exceed the Utah Bridge Table B Extended, Appendix A.
8. The routes over which the vehicle or combination is operated are confined to those designated by the Department for such operation.
9. The trailer does not exceed 53 feet. (re: UR 600.8.2)
10. If a vehicle or combination exceeds legal dimensions, a combination overweight/oversize permit listing those dimensions shall be required (re: UR 600).

500.3 Overweight Non-Divisible Loads [UCR72-7-406(6)]:

An overweight/oversize permit may be issued for moving a vehicle or combination of vehicles and load exceeding the legal limits under the following conditions:

The vehicle or combination of vehicles is properly registered. The registered weight must be 78,001 to 80,000 pounds or equal to or greater than the gross vehicle weight.

- 2 The load is not reasonably divisible. (re: definition of a non-divisible load, UR 100.)
- 3 The routes over which the vehicle or combination of vehicles will be operated are limited to those approved and designated by the Department.
4. The allowable speed, when crossing structures, shall not exceed 45 mph, or as provided on the permit.
5. When vehicle weights exceed any of the following, a single trip permit shall be issued for weights and conditions authorized. Authorized axle and gross vehicle weights shall be specified on the permit. (re: Non-Divisible Load Chart, Appendix B, for axle, wheel and bridge limitations)
 1. Single axle, 29,500 pounds.
 2. Tandem axle, 50,000 pounds.
 3. Tridem axle, 61,750 pounds.
 4. Trunnion axle, non-divisible bridge table.
 5. Gross weight, 125,000 pounds.
 6. Bridge formula, Appendix C.

Only a single trip permit will be issued for vehicles or combinations exceeding the above. The manufacturer's tire ratings may not be exceeded.

NOTE: SME Profile Sheets are not required for vehicles weighing 125,000 pounds GVW or less, with single trip permits, or when axle weight limitations do not exceed those specified in UR Section 500.3(5).

6. If such a vehicle or combination also exceeds legal dimensions, a combination overweight/oversize permit, listing those dimensions, shall be required (re: UR 600).

500.4 Special Mobile Equipment (SME) & Heavy Equipment:

An overweight/oversized permit may be issued for moving "Special Mobile Equipment & Heavy Equipment" (as defined in UCA 41-1-102 [57]) under the following conditions (re: Appendix F 1):

- 1 The vehicle must be properly registered, carry an affidavit of "Special Mobile Equipment" issued by UDOT, or properly registered as an SME in its base state. (re Appendix F2)
- 2 The vehicle(s) shall operate over designated routes for a period not to exceed the permit expiration date.
- 3 When legal limits are exceeded, a semi-annual or annual permit may be issued for gross weights up to 125,000 pounds. The authorized axle limitations shall be specified on the permit.

4. When the vehicle(s) exceeds 125,000 pounds GVW, only a single trip permit may be issued. If axle weights exceed the limits in UR Section 500.3, paragraph 5, obtain written approval before applying for a permit. (re: Non-Divisible Load Chart, Appendix C, for axle, wheel and bridge limitations.)
5. An approved SME Profile Sheet shall be affixed to semi-annual and annual permits when the axle limitations specified in UR Section 500.3(5) are exceeded and the GVW is less than 125,000 pounds.
6. If a vehicle exceeds legal size, a combination overweight/oversize permit, listing the dimensions, shall be required (re: UR 600).
7. Heavy equipment designed for off-highway use (i.e., scrapers, loaders, off highway cranes, and rock trucks, but not tracked vehicles) may be issued single trip permits to operate under their own power, on approved routes other than interstate highways, as follows:
 - The distance traveled shall not generally exceed 20 miles.
 2. Only daylight operations are authorized and all oversize restrictions apply (re: UR 600).
 3. Weights must comply with the Utah Bridge Formula for non-divisible loads.
 4. Single axles equipped with single tires shall not be authorized to exceed 40,000 pounds.
 5. A minimum of one pilot/escort vehicle is required, or as specified in UR Section 600.

Exceptions will be considered by the Department on an individual basis.

500.5 Overweight Enforcement & Equipment Requirements:

The following rules shall be adhered to with respect to the enforcement of the weight laws in the State of Utah:

- 1 **Revocation:** Violation of the weight limits specified in the overweight/oversize permit may result in the confiscation and revocation of the permit. Before the vehicle can be moved, it must be made legal. If review of the revoked permit discloses reasonable grounds, the Department may, at its discretion, give the owner notice to appear for a hearing to show cause why the company's permit privileges should not be revoked. Failure to appear or a finding of irresponsible operations shall result in revocation of permit privileges, fines, and/or other actions.
2. **Violation of Weight Limits:** The offending vehicle or combination shall be brought within legal limits at the point of apprehension unless there is a potential hazard, as determined by the enforcement personnel. If it is determined that a hazard exists, the vehicle shall be moved to the closest location where the excessive weight can be safely transferred to another vehicle unless, in the judgement of the enforcement personnel, it is safer to proceed to the original destination. (re: UCA 72-7-405 [3b])

3. **Transporting Bulk Liquid:** A maximum of 5 minutes may be allowed prior to weighing in order for the liquid to stabilize.
4. **Speed Limits:** Vehicles operating pursuant to permits issued for overweight/oversize shall not be operated at any time in excess of the posted speed limit or the speed indicated on the permit, whichever is less. Permits shall be subject to immediate confiscation for speed violations.
5. **Use Right Lane:** Permitted non-divisible vehicles shall be driven in the right-most lane of traffic, except where the right lane must exit. When overtaking and passing another vehicle, permitted non-divisible vehicles shall be driven to the immediate left of the right-most lane returning to right most lane as soon as feasible. Permits shall be subject to immediate confiscation for right lane violations. (January 1, 2002)
6. **Use Left Lane:** Permitted divisible trailer combinations are restricted from traveling in the High Occupancy Vehicle (HOV) car pool lane at any time. Furthermore, these permitted combinations are restricted from traveling in the leftmost lane, when three or more lanes exist in the direction traveled (RE: UCA 41-6-53.5) (January 1, 2002)

Utah Special Transportation Permits will be subject to immediate confiscation and revocation for violation of these lane restrictions, and citations may be issued. (RE: UCA 41-6-53.5 [(5)] (6) & 72-7-406(12))

7. **Securing and Tarping Loads:** A vehicle may not be operated or moved on a highway unless the vehicle is constructed or loaded to prevent its contents from dropping, sifting, leaking, or otherwise escaping. A person may not operate a vehicle with a load on any highway unless the load and any load covering are fastened, secured, and confined to prevent the covering or load from becoming loose, detached, or in any manner a hazard to the safe operation of the vehicle or to other highway users. (re: UCA 72-7-409, FMCSR. 392.9) Any debris from the special permit vehicle deposited on the highway right-of-way shall be removed by, or at the expense of the Permittee.
8. **Restrictions on Highway Use:** The Department, a county, city or town may impose restrictions on the weight of a vehicle upon any highway under its jurisdiction for a period not to exceed 90 days in one calendar year due to deterioration caused by climatic conditions. (re: UCA 72-7-408)
9. **Miscellaneous Equipment Requirements:** The following requirements apply to applications when employed or utilized. They are not all-inclusive and do not release the Permittee from compliance with other laws, rules or regulations which also apply.

Power & Traction: All tractors and trucks shall be powered to provide adequate acceleration and hill climbing ability under normal operating conditions, and to operate on level terrain at speeds compatible with other traffic. They shall have the ability to maintain a minimum speed of 20 mph, under normal operating conditions on any grade of 5% or less over which the combination is operated and be able to resume a speed of 20 mph after stopping on any such grade and, except in extreme weather conditions to negotiate all grades of 5% or less encountered.

Non-compliance with this minimum speed requirement will constitute a violation and the permit will be subject to revocation for a period of thirty (30) days.

2. **Fifth Wheel:** A heavy duty fifth wheel is required. All fifth wheels must be clean and lubricated with a light duty grease. The fifth wheel must be located in a position which provides adequate stability.
3. **Pick-up Plates:** Pick-up plates must be of equal strength to the fifth wheel
4. **King Pin:** The king pin must be of a solid type and permanently fastened. Screw out or folding type king pins are prohibited.
5. **Pintle Hook and Eye:** All hitch connections must be of a no-slack type, preferably power-actuated ram. Air-actuated hitches which are isolated from the primary air transmission system are recommended.
6. **Drawbar:** The drawbar length should be the practical minimum consistent with the clearances required between trailers for turning and backing maneuvers. In any case, it may be no longer than 15 feet. (re: UR 300-1, "Towing".)
7. **Axles:** Axles must be those designed for the width of the body.
8. **Brakes:** All braking systems must comply with State and Federal requirements. In addition, fast air transmission and release valves must be provided on all semi-trailer and converter dolly axles. A brake force limiting valve, sometimes called a "slippery road" valve, may be provided on the steering axle. Indiscriminate use of engine retarder brakes is prohibited.
9. **Mud Flaps, Splash Guards and Fenders:** Mud flaps are required behind the **rearmost** wheels, unless fenders, body, frame or other construction prevent the throwing of dirt, water or other materials on vehicles. (re: UCA 41-6-1 50.10) Anti-sail type are recommended.
10. **Mirrors:** Mirrors are required on each side of a tow vehicle and shall be arranged so that the driver can see along the entire length of both sides of a towed unit.

SECTION 600

OVERSIZE LOADS

600.1 Permit Required:

A vehicle or combination of vehicles exceeding legal size, as specified in UR Section 300, may only be operated or moved upon any highway, paved or unpaved, with a valid permit issued by the Department. The limits of each permit shall not be exceeded.

The Department may prohibit the movement of any oversize vehicle/load on any highway within the state. The movement of large loads on high traffic volume routes will not normally be favorably considered. These routes include major arterial routes near a central business district and multi-lane, access-controlled highways. Generally, oversize loads may be moved on or across low traffic volume routes that have sufficient vertical and horizontal clearances.

600.2 UDOT Region/District Permits Officer Authorization:

Transporting of a vehicle and/or load, exceeding 17 feet in width on two-lane routes, 20 feet in width on interstates or 17 feet 6 inches in height on all public highways may be allowed under the following terms and conditions:

- 1 The Permittee shall notify the Ports of Entry Section at (801) 965-4508 of the dimensions of the oversize vehicle and/or load and the proposed route to be used. The POE Section will notify the UDOT Region or District permit officials affected by the proposed route, and will obtain their authorization for the move. If the Permit Officer requires a Department employee and vehicle to accompany the move, the Permittee must pay the cost.
2. The cost to the Permittee shall be \$40.00 or the full cost of a Department employee and vehicle, whichever is greater. Employee time shall be charged at actual rate plus expenses and overtime. The Permittee shall also pay any charges to move utility lines, traffic control devices or roadway appurtenances and for any damages caused by his operations.
3. A police escort may also be required by the permit officer in addition to any other escort requirements. Costs shall be paid by the Permittee. A letter of authorization, signed by Permittee, shall be issued explaining their financial obligation to police escort services.
4. An overweight/oversize permit may be obtained upon authorization from the region or district permits officer.
- 5 The Permittee must notify the POE Section 48 hours in advance of the movement to provide sufficient time to arrange employee/vehicle support, and police escorts . Permits will not be granted for vehicles and/or loads in excess of 17 feet 6 inches in height until documentary approval has been obtained from public utilities and municipalities to pass under their overhead utility lines. It is the Permittee's responsibility to obtain utility company clearances. Failure to do so shall be reason to deny the permit.

6. The Permittee shall arrange for a certified pilot/escort service as required in UR Section 900. The fact that a Department employee or police escort is accompanying the movement does not change the requirements, nor relieve the Permittee of his responsibility to arrange such service.

600.3 Travel Restrictions:

Permitted vehicles must comply with the following:

- 1 Permitted vehicles may be operated during adverse weather conditions, as described in Section 392.14 of the Federal Motor Carrier Safety Regulations. Extreme caution in the operation of a motor vehicle shall be exercised when hazardous conditions such as those caused by strong wind, snow, ice, sleet, fog, mist, rain, dust or smoke prevail. Speed shall be reduced in such conditions to minimize the hazards from reduced visibility and/or traction. If conditions become sufficiently dangerous, the operation of the vehicle shall be discontinued and shall not be resumed until the vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to the vehicle, it's cargo, passengers, other motorists or the highway infrastructure, the driver may proceed to the nearest place offering a safe haven.
2. Permitted vehicles shall not be allowed to travel in a direction opposed to the normal flow of traffic.
3. Vehicles and/or loads exceeding any of the following dimensions are generally prohibited from operating during the hours of darkness. (Daylight is defined as ½ hour before sunrise to a ½ hour after sunset. Nighttime or darkness means at any other hour). Exceptions will be authorized by POE Section:

Width	10'	Permitted 24 hours per day with marker lights indicating extreme width. Amber lights shall be located at the front and center of the load and red lights shall be located at the rear.
Height	14'	
Length	92'	LCV's are exempt.
Overhang	10'	Extending beyond the front and/or rear of a vehicle. Front overhang in excess of 3 feet shall be marked with a steady, amber marker light and a red flag. Amber marker lights are not required when overhang is positioned between vehicles in combination. (See additional light requirements in UCA 41-6-128. The overhang limitation does not apply to mobile and manufactured homes.)

EXCEPTION: Movements provided with pilot/escort vehicles front and rear, and other special cases where movement after dark is determined by the Department to be in the best interest of safety and convenience may be allowed to travel with an appropriate permit.

4. The movement of vehicles and/or loads exceeding any of the following dimensions will be further restricted as indicated: (re: Appendix M)

Width	-	10'
Height	-	14'
Length	-	92' LCV's are exempt

Travel is prohibited Monday thru Friday between 6:00 a.m. and 9:00 a.m. and between 3:30 p.m. and 6:00 p.m.:

1. All highways south of Perry Interchange, I-15, Exit #360, in Box Elder County.
 2. All highways in Weber, Davis, and Salt Lake Counties.
 3. All highways north of Ironton Interchange (SR75), I-15 Exit #265, and SR68 MP. 16 in Utah County.
5. Travel will be limited to daylight hours on Saturday and Sunday also, except where determined by UDOT to be in the best interests of safety and convenience to the public.
 6. No travel is permitted during the following seven major holidays:

New Year's Day,
Memorial Day,
Independence Day,
Pioneer Day (July 24),
Labor Day,
Thanksgiving Day, and
Christmas Day.

Travel is prohibited from 2:00 p.m. Thursday to daylight Monday when the holiday is observed on a Friday, or from 2:00 p.m. Friday to daylight Tuesday when the holiday is observed on a Monday for those holidays listed. From 2:00 p.m. on the day before a holiday to daylight on the day after a holiday when the holiday is other than a "long holiday".

EXCEPTION: LCV's hauling divisible loads, with a cargo/cargo carrying length up to 95', and unladen heavy haul combinations up to 105 feet overall length are not restricted and may travel over holidays, holiday weekends, and during the curfew periods in paragraph 4 above.

7. The Department may prohibit movement of oversize loads during days of anticipated high traffic volume such as those that occur during hunting seasons and other holidays not listed in paragraph 6.
8. Oversize vehicles and/or loads shall maintain a minimum distance of 500 feet from other commercial vehicles traveling in the same direction.

9. **Commercial Vehicles Entering a Freeway or Interstate Highway:**

All commercial vehicles entering the flow of traffic, on a Freeway or Interstate Highway, will stay in the rightmost lane of traffic until such speed has been achieved to safely merge to the left, without interfering with the normal flow of traffic, or creating a slow down, or hazard, to the existing flow of other vehicles. (RE: UCA 41-6-53)

Travel Lane Restrictions:

Permitted non-divisible vehicles will be driven in the rightmost lane of traffic, except where the rightmost lane must exit. When overtaking and passing another vehicle, permitted non-divisible vehicles will be driven to the immediate left of the rightmost lane, returning to the rightmost lane as soon as feasible.

Permitted divisible trailer combinations are restricted from traveling in the High Occupancy Vehicle (HOV) car pool lane at anytime. Furthermore, these permitted combinations are restricted from traveling in the leftmost lane, when three or more lanes exits in the direction traveled (RE. UCA 41-6-53.5)(January 1, 2002.

Utah Special Transportation Permits will be subject to immediate confiscation and revocation for violation of these lane restrictions, and citations may be issued. (RE: UCA 41-6-53.5 [(5)] (6) & 72-7-406(12)

10. Maximum speed shall conform to the legal speed limit. Vehicles operating under an overweight/oversize permit shall not be operated in excess of the posted speed limit or the speed indicated on the permit, whichever is less. The minimum operating speed on secondary roads shall be 20 miles per hour unless otherwise specified on the permit or by another requirement in this manual. In no case shall a permitted movement proceed at a speed which shall endanger the safety of persons or property. Permits shall be subject to confiscation for speed violations.
11. Operation on Freeways and Interstate Highways.
 1. The minimum speed shall be 30 mph where the minimum speed is not posted except where special road conditions restrict speed to less than 30 mph. Permitted vehicles shall use the truck lane where such lane is provided (minimum speed does not apply in this lane).
 2. Vehicles, including any load thereon, exceeding legal size and not able to maintain a minimum speed of 45 mph under practical grade conditions shall be operated under the terms specified on the permit.

600.4 Convoys:

The movement of more than one permitted vehicle in convoy is allowed provided the following requirements are met and authorization is provided by the Department:

1. Distance between vehicles will not be less than 500 feet nor more than 700 feet.
2. The number of special permit vehicles in convoy will not exceed four. Each convoy must have its own pilot/escort vehicles as required.
3. Signs on required pilot/escort vehicles must indicate the number of vehicles in the convoy. numbers must be 10 inches high with 1 5/8 inches brush stroke.
4. The distance between convoys will be a minimum of one mile.
5. The number of pilot/escort vehicles required will be stipulated on the face of the permit.
6. Convoys will generally be restricted to freeway and interstate highways.
7. No load in the convoy may exceed 12 feet in width.
8. Exceptions to the above **may be** granted by the Department.
9. All convoys shall have pilot/escort vehicles in the front and in the rear displaying signs indicating the number of units in the convoy. (re: UR 600.6(3)(d).)
10. Guidelines for convoys of long loads:

<u>Overall Length</u>	<u>Convoy Limit</u>	<u>Pilot/Escort Vehicle</u>
95 - 119ft.	Four	Front and rear
120 - 140 ft.	Two	Front and rear
Over 140 ft.	Not allowed	No convoy allowed (Contact HQ POE)

600.5 Dimensions:

Permitted vehicles must comply with the following conditions:

1. All vehicles and/or loads shall be reduced to the minimum practical dimensions.
2. Annual permits may be issued for dimensions up to, but not exceeding:
 1. 14 feet in height,
 2. 14 feet 6 inches in width,
 3. 92 feet in length, inclusive of front and rear overhangs.

3. Bulldozer blades, loader buckets or similar equipment exceeding 16 feet wide shall be removed for transport. This equipment may be hauled on the same load with the machinery after removal.
4. Vehicles and/or loads exceeding the height limitations of 14 feet shall be operated under the terms of a single trip overweight/oversize permit. Maximum height permitted will depend on the route traveled.
5. Permits will not be granted for vehicles and/or loads in excess of 17 feet 6 inches in height until documentary approval has been obtained from public utilities, city and state signal divisions and municipalities to pass under their overhead utility lines.
6. The following conditions on length shall apply:
 1. On all highways, the maximum length permitted will be based on the merits of each application to assure the safety and convenience of the traveling public.
 2. The length of the vehicles, with or without loads, allowed on freeways or interstate highways will be governed by the curvature of ramps to be negotiated. All turns on ramps must be negotiated in one attempt. Special attention will be given to extra long overhangs to prevent damage to freeway or interstate signs, delineators, light poles, or other property when turns are negotiated.
7. On all highways the maximum width permitted will be based on the merits of each application to assure the safety and convenience of the traveling public. The movement shall be made so that the traveled way will remain open for traffic at all times. In movements on two-lane highways, provisions shall be made for continuous movement of opposing traffic, and for frequent passing by vehicles traveling in the same direction. The driver of the towing vehicle shall do everything possible to prevent the congestion or slowing down of traffic in either direction due to the over width movement.

600.6 Safety Requirements and Equipment:

Permitted vehicles must comply with the following: (re: UCA 41-6-128 and 41-6-118 for lighting requirements.)

1. **Red/Orange Flags:**
 1. Any vehicle and/or load exceeding 10 feet in width, and/or any load overhanging the side(s) of vehicle(s) must be flagged on all extremities.
 2. The red/orange flags shall not be less than 12 inches square, on a 3 feet staff when required, with the bottom of the flag not less than 6 feet above the road surface, or as close as physically possible.

3. Whenever the load on a vehicle exceeds 3 feet to the front or 4 feet to the rear of the bed or body, flags indicating the extremities of the load shall be displayed during daylight operation.
4. Tie downs and chains to secure the load will not normally be included in the width measurement.
5. Flags shall be completely clean and not torn, faded, or worn out and shall be fastened so as to wave freely.

2. **Warning Lights:**

1. Vehicles with front or rear overhang extending more than 20 feet from the front or rear bumper of a vehicle, or from the center of the closest axle in the absence of a bumper, shall display an AAMVA approved amber warning light which rotates, oscillates or flashes through 360 degrees, mounted at the rearmost or frontmost part of the overhang at a minimum height of 4 feet above ground.
2. Amber warning lights will be on at all times during movement.
3. Rear overhang exceeding 4 feet shall be marked with red clearance lights for allowed night travel. (re: FMCSR 393.11 and UCA 41-6-118, 128).

3. **Signs:**

1. **WIDE LOADS:** Oversize Load signs shall be displayed to the front and rear of vehicles or loads exceeding 10 feet in width. These signs may be displayed on narrower vehicles exceeding legal width.
2. **LONG LOADS:** Oversize Load sign shall be displayed to the rear of any vehicle which exceeds 92 feet in length, whether loaded or empty.

NOTE: LCV's are not required to display signs.

3. **HIGH LOADS:** Oversize Load signs shall be displayed to the front and rear of vehicle and/or loads exceeding 14 feet in height.
4. **DIMENSIONS:** Signs are to be 7 feet X 18 inches, yellow background with 10 inches high black letters in accord with Federal Highway Administration Standard Alphabet Series C, painted with 1 5/8 inches side stroke to read "OVERSIZE LOAD". Sign material is to be impervious to moisture, clean and mounted with adequate supporting anchorage to provide legibility at all times. Number of vehicles in convoys signs: no requirement for size of board, number size 10 inches high with 1 5/8 inch side stroke.

Front sign may be mounted on front bumper or on top of vehicle cab with letters presented toward the front of the vehicle. Rear sign will be positioned at the rear most part of the vehicle or load as feasible, insuring in all cases that the load does

not obstruct the view of the sign with the bottom edge of the sign not less than 5 feet above the road surface, if possible.

5. **PILOT/ESCORTS FOR SLOW VEHICLES:** For permitted vehicles not able to maintain a minimum speed of 45 mph on freeways or interstate highways, the follow-up vehicle shall display a “SLOW VEHICLE” sign. Sign will be a 5 feet X 10 inches, yellow background with 8 inches high black letters, in accord with FHWA Standard Alphabet Series B, painted with 1 inches side stroke. Sign will be mounted on top of escort vehicle with bottom edge not less than 5 feet above road surface, if possible. The “SLOW VEHICLE” sign shall take precedence over the “OVERSIZE LOAD” sign. (Both signs are not required at the same time on the pilot/escort vehicle).
6. **SIGNS:** Shall be so constructed, maintained, and displayed so that they will be clearly legible at all times.
7. **“OVERSIZE LOAD” or “SLOW VEHICLE” SIGNS:** Will not be displayed except when required by this regulation. Such signs shall be covered, removed, or faced downward when not actually engaged in oversize movements.
8. **TOW VEHICLE HEADLIGHTS:** Shall be operated on low beam, day or night, as an additional warning to traffic, except for LCV’s.

4. **Pilot/Escort Vehicles:** Required under the following conditions (re: UR 900 also):

1. On freeways & interstate highways:

Vehicles and/or loads exceeding 14 feet in width or 120 feet in length require a follow-up pilot/escort vehicle. Follow-up pilot/escort vehicles are also required for oversize permitted vehicles and loads not able to maintain a minimum speed of 45 mph on freeways, interstate or highways of four or more lanes. Vehicle and/or loads exceeding 16 feet in height or 16 feet in width require pilot/escort vehicles in the front and rear. Vehicles with an overhang greater than 20 feet shall have a pilot/escort vehicle position to protect the overhang. Notwithstanding the above, the Department may waive the pilot/escort vehicle requirements on a case-by-case basis if it is determined to be unnecessary.

NOTE: No pilot/escort vehicles are required for LCV operations. Refer to UR Section 700 for requirements for mobile and modular homes.

2. On secondary highways:

Vehicles and/or loads exceeding 12 feet in width or 105 feet in length shall be preceded by a pilot/escort vehicle. Vehicles and/or loads exceeding 14 feet in width, 16 feet in height, or 120 feet in length shall have pilot/escort vehicles in the front and rear. Vehicles with an overhang greater than 20 feet shall have a pilot/escort vehicle position to protect the overhang. (re: UR 900.3 for additional pilot/escort requirements on two-lane canyon roads.)

NOTE: The Department will allow under certain conditions for both front and rear escorts to precede the load.

3. The Department may require pilot/escort vehicles when sight distance is deficient or when the geography of the route requires advance warning to the motoring public.
5. **Securing Loads:** (re: UCA 72-7-409 COM)
 1. Loads shall be securely fastened to the transporter with material and/or devices of sufficient strength to prevent the load from becoming loose, detached, dangerously displaced or in any manner a hazard to other highway users. (re: FMCSR 392.9)
 2. Prior to traveling on any roadway, the components of the load shall be reinforced or bound securely to prevent debris from being blown off the unit and endangering the safety of the motoring public. Equipment and loads must be inspected and any loose material that could fall from the vehicle must be removed. Any debris from the permitted vehicle deposited on the highway right-of-way shall be removed by the Permittee. (re: UCA 72-7-409 COM)
6. The following rules and regulations regarding equipment apply to units as described:
 1. **Identification.** The name and USDOT number shall be clearly displayed on the side of the vehicle in lettering easily legible at a distance of 50 feet. (re: UCA 72-9-105 and FMCSR 390.21)
 2. **Power & Traction.** All truck tractors and trucks shall be powered to provide adequate acceleration and hill climbing ability under normal operating conditions, and to operate on level terrain at speeds compatible with other traffic; and the ability to maintain a minimum speed of 20 mph, under normal operating conditions, on any grade of 5% or less over which the combination is operated and be able to resume a speed of 20 mph after stopping on any such grade and, except in extreme weather conditions to negotiate all grades of 5% or less encountered. Non-compliance with this requirement will constitute a violation and may result in permit revocation.
 3. **Fifth Wheel.** A heavy duty fifth wheel is required. All fifth wheels must be clean and lubricated with a light duty grease. The fifth wheel must be located in a position which provides adequate stability.
 4. **Pick-up Plates.** Pick-up plates must be of equal strength to the fifth wheel.
 5. **King Pin.** The king pin must be of a solid type and permanently fastened. Screw out or folding type king pins are prohibited.

6. **Pintle Hook and Eye.** All hitch connections must be of a no-slack type, preferably power actuated ram. Air actuated hitches which are isolated from the primary air transmission system are recommended.
7. **Drawbar.** The drawbar length should be the practical minimum consistent with the clearances required between trailers for turning and backing maneuvers. In any case, it may not be longer than 15 feet. (Re. Appendix I)
8. **Axles.** Axles must be those designed for the width of the body.
9. **Brakes.** All braking systems must comply with State and Federal requirements. In addition, fast air transmission and release valves must be provided on all semi-trailer and converter dolly axles. A brake force limiting valve, sometimes called a “slippery road” valve, may be provided on the steering axle. Indiscriminate use of engine retarded brakes is prohibited.
10. **Mud Flaps or Splash Guards.** Mud flaps are required behind the rearmost wheels, unless fenders, body, frame or other construction prevent the throwing of dirt, water or other materials on vehicles. Anti-sail type are recommended. (re: UCA 41-6-150.10)
11. **Mirrors.** Shall be on each side of the tow vehicle arranged so that the driver can see along the entire length of both sides of towed unit.

600.7 Overlength Divisible Loads:

23. **Divided Highways Only.** LCV's, to a maximum cargo/cargo carrying length of 95 feet shall be permitted to operate on divided highways as follows:
 - a. The maximum overall length for a truck-trailer combination shall not exceed 85 feet. Truck-trailer combinations exceeding 77 feet but less than 85 feet in length must apply for and have affixed to the overweight/oversize permit an off-tracking authorization. Truck-trailer combinations in excess of 65 feet are not allowed to transport non-divisible oversize loads. (Appendix K-1 & K-2)
 - b. A truck and two trailers, the trailers of approximately equal length having an overall combination length not to exceed 95 feet and must apply and be approved for authorization from the department. The application shall be considered for compliance with UR 400.2 (1) and appropriate routing may be granted. A truck and two trailer combination in excess of 65 feet are not allowed to transport non-divisible oversize loads. (re: APPENDIX L).
 - c. Recreational Vehicle Combinations. in excess of 65 feet overall length will be permitted to 77 feet overall length. (re: Definitions)
 - d. Double trailer combinations in excess of 61' are not allowed to transport non-divisible oversize loads.

- e. A tractor and two trailers, consisting of a long and a short trailer, with a maximum individual trailer length of 48 feet, and a cargo/cargo carrying length of 95 feet or less. when counled together, including front and rear overhangs. (**Rocky Mountain Doubles**). (re: APPENDIX L)
- f. A tractor and three trailers of approximately equal length, with a maximum individual trailer length of 28 feet 6 inches, and a cargo/cargo carrying: length of 95 feet or less. when counled together, including front and rear overhangs. (**Triple Trailers**) (re: APPENDIX L)
- g. A tractor and two trailers of approximately equal length, with a maximum individual trailer length of 45 feet, and a cargo/cargo carrying length of 95 feet or less. when counled together, including front and rear overhangs. (**Turnpike Doubles**). (re: APPENDIX L)
- h. Companies operating LCV's with a cargo/cargo carrying length in excess of 81 feet up to 95 feet, or a truck and two trailer combination in excess of 92' overall length, must apply and be approved for authorization from the Department and must obtain an annual oversize and overweight permit. The application shall be considered for compliance with UR 400.2, (1), and appropriate routing may be granted. Unloaded combinations may purchase a single trip permit to travel through the state, or to a specified destination where the combined trailer length will be reduced to 81 feet or less for travel off the interstate system. (re: APPENDIX L)
- i. An auto transporter combination consisting of a truck and two stinger-steered semi-trailers, having an overall combination length not to exceed 105 feet.
- j. While in transit, a lighter trailer shall not precede a heavier trailer when the difference in weight is 4,000 pounds or more. An empty trailer shall not precede a loaded trailer.
- k. In combinations, a longer trailer shall precede the shorter one, except when the conditions in paragraph "g" above apply.
- l. All LCV's listed above shall not be dispatched during adverse weather conditions, as defined in Section 392.14 of the Federal Motor Carrier Safety Regulations. Extreme caution in the operation of a motor vehicle shall be exercised when hazardous conditions such as those caused by strong winds, snow, ice, sleet, fog, mist, rain, dust or smoke arise. Speed shall be reduced when such conditions exist to minimize the danger from reduced visibility and/or traction. If conditions become sufficiently dangerous, the operation of the vehicles shall be discontinued and shall not be resumed until the vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to the driver, his vehicle, or other motorists or the highway infrastructure, the driver may proceed to the nearest place offering a safe haven.

- m. LCV's must be stable at all times during normal braking and normal operation. When traveling on a level, smooth, paved surface, trailers must follow in the path of the towing vehicle without shifting or swerving more than three inches to either side when the towing vehicle is moving in a straight line.
- n. Vehicles operating pursuant to overweight/oversize permits shall not be operated at any time in excess of the posted speed limit or the speed indicated on the permit, whichever is less. Permits shall be subject to immediate revocation for speed limit violations.

24. Two-Lane Highways:

A tractor and two trailer combination, with a maximum cargo/cargo carrying length not to exceed 81 feet when coupled together, including front and rear overhangs, will be permitted to operate on any highway in the state unless otherwise posted. No more than three (3) vehicle/unit combinations will be allowed on secondary roads (non-interstate). (re: APPENDIX L)

- a. The maximum overall length for a truck-trailer combination shall not exceed 85 feet. Truck-trailer combinations exceeding 77 feet but less than 85 feet in length must apply for and have affixed to the overweight/oversize permit an off-tracking authorization. (APPENDIX K-1 & K-2)
- b. A truck and two trailer combination shall not exceed 92 feet in length.
- c. While in transit, a lighter trailer shall not precede a heavier trailer when the difference in weight is 4,000 pounds or more. An empty trailer shall not precede a loaded trailer.
- d. In combinations, a longer trailer shall precede the shorter one, except when the conditions in paragraph 2.d. apply.
- e. No more than three-unit combinations shall be operated on two-lane highways, except for saddle-mounts.
- f. LCV's must be stable at all times during normal braking and normal operation. When traveling on a level, smooth, paved surface, trailers must follow in the path of the towing vehicle without shifting or swerving more than three inches to either side when the towing vehicle is moving in a straight line.
- g. Except for adverse weather as provided in UR Section 600.3(1.) and 600.7(1.)(j.), LCV's shall be allowed to operate 24 hours per day including weekends and holidays on approved routes, including local delivery destination travel on two-lane roads.
- h. Vehicles operating pursuant to overweight/oversize permits shall not be operated at any time in excess of the posted speed limit or the speed indicated on the permit, whichever is less. Permits shall be subject to immediate revocation for speed limit violations.

600.8 Trailers in Excess of 48 Feet in Length:

1. Trailers exceeding 48 feet, and up to 53 feet in length, may operate without oversize permits when operating on or within one mile of routes designated by the Department. Those routes include the Interstate Highway System (I), US Highways (US), and all State Road (SR) routes unless otherwise posted. There is no overall length limitation on a tractor and 53 foot trailer.
2. Trailers, hauling divisible load's, exceeding 53 feet in length, shall be permitted on a single permit basis, and a specific route designated on the permit.
3. Maximum kingpin setting will be 41 feet from the kingpin to the center of the tandem axle, or center of a tridum axle group. For spread axle units, the measurement shall be made from the kingpin to the center of the spread axle group. Steerable VLS or retractable type axles shall not be considered part of an axle group for determining kingpin settings.

EXCEPTION: CFR 658.13(h) States no limitation of less than 46 feet on the distance from the kingpin to the center of the rear axle or trailers or semi trailers used exclusively or primarily to transport vehicles in connection with motor sports competition events.

NOTE: Equipment designed to carry non-divisible loads (e.g., lowboys) are exempt, from the king pin regulation. Vehicles with spread axles are limited to 80,000 pounds maximum gross weight.

4. The combination unit will conform to the Utah Bridge Table Extended, Appendix B, and to the legal axle and gross vehicle weight limits; i.e. 20,000 pounds single axle, 34,000 pounds tandem axle, and 80,000 pounds gross vehicle weight.
5. When the GVW exceeds 80,000 pounds dual wheels or super single tires are required on all trailer axles, except those that are steerable VLS axles. No more that three fixed axles will be allowed (re: Appendix E). Trailers in excess of 48 feet, equipped with spread axles, will be permitted in accordance with UR Section 500. (Admin. Rule R912-14)
6. A rear under ride protection guard is required.
7. Trailers in excess of 48 feet may not be used in an LCV configuration. When carrying non-divisible loads, these trailers require permits, in accordance with UR Section 400.

EXCEPTION: Trailers exceeding 48 feet up to 53 feet may be permitted to an overall length of 77 feet when operating in a dromedary configuration.

8. Stretch Trailers, in excess of 48 feet and hauling divisible loads, will be required to meet these reauirements. If hauling non-divisible loads they will be considered "Other Combinations".

SECTION 700

MOBILE AND MANUFACTURED HOMES

700.1 Legal Dimensions:

The legal dimensions of mobile and manufactured homes for which no permit is required are:

Width - 8-1/2 feet (102 inches) (re: [Note 1](#))

Height - 14 feet (re: [Note 2](#))

Length - 45 feet Single Unit Only (re: [Note 3](#))

65 feet Combination of unit and tow vehicle (re: [Note 4](#))

[Note 1](#) - Measured horizontally and at right angles to longitudinal center line between two vertical points established at the outside of any protuberance on the mobile/manufactured home. Safety appurtenances such as binder chains, clearance lights, rub rails, and load securing devices, may extend up to 3 inches beyond the prescribed width on either side.

[Note 2](#) - Measured vertically from level road surface to highest point of mobile/manufactured home when hitched to tow vehicle and ready for the road or loaded on semi-trailer ready for the road.

[Note 3](#) - Measured horizontally along the longitudinal centerline from the top of trailer hitch to a right-angled vertical plane established to reference the rear-most protuberance on the mobile/manufactured home, or semi-trailer lowboy.

[Note 4](#) - Trailer-tow combination or truck-trailer and semi-trailer lowboy, measured horizontally along the longitudinal centerline from the front bumper of the tow vehicle to a right-angle vertical plane at the rearmost protuberance on the mobile/manufactured home, or semi-trailer lowboy.

700.2 Mobile Homes Exceeding; 8 Feet 6 Inches to 14 Feet 6 Inches in Wall-to-Wall Width:

When the legal dimensions are exceeded, an oversize permit is required. Any mobile/manufactured home with an eave in excess of 12 inches on the curb side shall be measured for total width, and if it is in excess of 12 feet on two lane highways and 14 feet on divided highways, a pilot/escort vehicle(s) shall be required. Eaves extending to the road side shall be included in overall width measurement, and if it exceeds 12 feet on two lane highways and 14 feet on divided highways, a pilot/escort vehicle(s) shall be required. (re: UR 900.2 for length requirement.)

700.3 Mobile Homes Exceeding 14 feet 6 Inches to 16 Feet in Wall-to-Wall Width:

Mobile/manufactured homes exceeding 14 feet 6 inches up to 16 feet in wall-to-wall width, transported on their own running gear, may be permitted on a single trip basis with approval from the Headquarters Port of Entry under the following conditions:

1. All tires shall be in compliance with the manufacture's tire load rating as indicated on the tire sidewall.
2. Axle/suspensions shall not exceed manufacture's capacity rating.
3. All trailer axles shall be equipped with operational breaks.
4. Any mobile/manufactured home with an eave in excess of 12 inches on the curb side shall be measured for total width, and if it is in excess of 12 feet on two lane highways and 14 feet on divided highways, a pilot/escort vehicle(s) shall be required. Eaves extending to the road side shall be included in overall width measurement, and if it exceeds 12 feet on two lane highways and 14 feet on divided highways, a pilot/escort vehicle(s) shall be required. Under the above conditions, homes exceeding 16 feet in width shall require two certified pilot/escort vehicles. (re: UR 900.2 for length requirement.)
5. Mobile homes in excess of 16 feet wall-to-wall width will be considered on a case-by-case basis by the Department. Contact Headquarters Port of Entry for information.

Except as specified above, these mobile/manufactured homes shall be transported in compliance with this chapter.

700.4 Permits:

Mobile and manufactured homes, moved on their own running gear, which exceed the legal dimensions, may be moved on state highways under authority of an overweight/oversize permit.

Mobile and manufactured homes to be moved on semi-trailer lowboys may be permitted in accordance with UR Section 600.

For loads originating within Utah, a copy of the Tax Commission Movable Structure Tax Clearance/Moving Permit (Form TC- 13 S), shall be affixed to the rear end of the mobile/manufactured home or movable structure, so as to be visible to any enforcement officer or agent. Proof of obtaining a TC-138 Permit must be submitted, or presented prior to, or at the time of application for a oversize Special Transportation Permit. The oversize load permit will not be issued without proof of a TC-138 Permit. (re: UCA 59-2-604)

Mobile homes being moved onto personal property in Duchesne County must obtain a county building permit prior to entering the county.

700.5 Axle and Tire Requirements:

For mobile/manufactured home units see Tables 1 and 2 below for axle and tire requirements.

Unless substantiated in the design to the satisfaction of the approval agency (DAPIA) by either engineering analysis, load tests or documented evidence of actual transportation experience, there shall be no less than the minimum number of 6000 lb. rated axles with not less than the mobile/manufactured home rated tires indicated in Table 1 and Table 2, on each

mobile/manufactured home or floor section of a multiple-unit mobile/manufactured home. In addition to these specific conditions and rules, all equipment operated, all drivers employed and all operating procedures must comply with the current Federal Motor Carrier Safety Regulations, CFR-49 Parts 387-399, except where the rules herein contain special instructions which are more stringent than, but not in conflict with, the Federal Motor Carrier Safety Regulations.

TABLE 1
No. of 6,000 pound rated axles equipped with
7x14.5 home 8-nlv tires, or equivalent

12 feet wide:	To 60ft	2
	Greater than 60 ft. to 80 ft	3
14 feet wide:	To 52ft	2
	To 76ft	3
	To 80ft	4

TABLE 2
No. of 6,000 pound rated axles equipped with
8x14.5 home 8-ply or 10-ply tires. or equivalent

12 feet wide:	To 65ft	2
	Greater than 65ft to 80ft	3
14 feet wide:	To 56ft	2
	Greater than 56ft. to 80ft.....	3

NOTE: Total tire ply ratings may be determined by combining the sidewall ply rating and the tread ply rating.

“Length”, for the purposes of transportation only, means the distance from the extreme front of the mobile/manufactured home to the extreme rear, including the drawbar and coupling mechanism, but not including expandable features that do not project from the body during transportation.

Determination of the number of axles required by use of the above tables does not eliminate the requirement for each axle to be capable of withstanding the actual imposed dead load without exceeding the maximum allowable stresses tire load rating.

Tire and axles shall meet Federal Highway Administration Motor Carrier Safety Regulations required for vehicles used in interstate commerce. Such trailers will be of structural capacity to safely accommodate the loading at all times and the tire loading shall not exceed that recommended by the tire manufacturer.

For manufactured home units transported on semi-trailer lowboys, permits will be issued in accordance with UR Sections 500 and 600.

NOTE: Mobile/manufactured homes exceeding 14 feet 6 inches up to 16 feet in wall to wall width must comply with the tire axle and braking requirements specified in UR 700.3.

700.6 Tow Vehicles:

Tow vehicles shall comply with the following minimum requirements:

1. Mobile/manufactured.

<u>Width to Be Towed</u>	<u>Tire Width</u>	<u>Drive Axle Tire Rating</u>	<u>GVWR</u>	<u>Weight*</u>	<u>Rear Axle Rtnng</u>
Over 8' to 10'	7.00"	6-ply	N/A	6000#	N/A
Over 10' to 12'	8.00"	8-ply	35000#	8000#	15000#
Over 12' to 14'6"	8.25"	10-ply	35000#	9000#	15000#

*Includes fuel and accessories prior to hook-up with mobile/manufactured home.

2. Conventional or cab-forward configuration shall have a minimum wheelbase of 120 inches. Cab-over engine tow vehicles shall have a minimum wheelbase of 89 inches. Tow vehicles shall have a minimum four-speed transmission.
3. Power shall be sufficient to meet the requirements listed.
4. Brakes must be on all wheels.
5. Minimum of four rear tires.
6. Minimum range capability of 250 miles with full load.
7. Must have a hitch assembly and coupling mechanism of a type designed to comply with Federal Motor Carrier Safety Regulations and be compatible with hitch assembly and coupling mechanism of manufactured home.
8. Must have sufficient horsepower to be capable of attaining a minimum speed of 35 mph within a distance of 2,000 feet from a stopped position on any route traveled.
9. A two-way radio is required when pilot/escorts are mandated for any part of the routing. It must be capable of transmitting and receiving voice messages over a minimum distance of one-half mile. It must be compatible with two-way radios in pilot/escort vehicles. Citizens band radios with 4-watts rating are acceptable.
10. The operator must be familiar with traffic laws and have sufficient experience and skill to operate a tow vehicle.
11. Mirrors on each side of the tow vehicle shall be arranged so that the driver can see along the entire length of both sides of the towed unit.

700.7 Trailer Brakes:

Trailers in excess of 8 feet 6 inches wide, up to 12 feet wide and equipped with one axle, will have operational brakes on each wheel. A minimum of two axles equipped with operative brake assemblies is required on each mobile/manufactured home unit in excess of 12 feet wide, unless approval is obtained in advance from UDOT for a lesser requirement.

Whenever tests are used to verify the adequacy of the combined braking performance of the towing vehicle and the mobile/manufactured home, the combined braking system shall be capable of assuring that the maximum stopping distance from an initial velocity of 20 mph does not exceed 40 feet. The stopping distance shall be measured from the point at which movement of the service brake pedal or control begins. The trailer must be equipped with breakaway brakes. The towing vehicle and mobile/manufactured home shall be in the center of a 12 feet wide lane when the test begins, and the tires shall not deviate from that lane during the test. The test shall be made on a level surface that is substantially dry, smooth, and free of loose material. The tests shall be made utilizing the actual combinations or running gear equipment to be used by the manufacturer in production.

The brake assembly requirement will not apply when the manufactured home is transported by a truck tractor and semi-trailer lowboy, which must be equipped with brakes.

NOTE: Mobile/manufactured homes exceeding 14 feet 6 inches up to 16 feet in wall to wall width must comply with the tire axle and braking requirements specified in UR 700.3.

700.8 Movement Requirements:

In addition to movement requirements of permitted vehicles in UR Section 600, mobile/manufactured homes will observe the following additional requirements.

1. **Emergency Stops.** When a mobile/manufactured home must stop because of emergency conditions, it shall be moved as far right as practicable away from highway traffic. If any part of the combination is less than 3 feet from the right-hand edge of the nearest traffic lane, reflective triangles (conforming to CFR 393.95 H) shall be posted and maintained one hundred and three hundred feet behind to warn oncoming traffic. When an emergency dictates night parking next to the highway, an amber flashing light (minimum diameter 4 inches) shall be placed on the corner of the trailer closest to the road so as to be clearly visible to approaching traffic. The height of the light shall not be less than 3 feet above the surface of the highway not more than 8 feet above the height of the mobile/modular home.
2. **Stop and Turn Signals.** Rear mounted stop and turn signal lights shall be minimum 6 inches diameter, CP 35 red reflector type lens. The lens shall be mounted not more than 18 inches from the outer edge of the unit and not less than 15 inches nor more than 72 inches above the road surface.
3. **Securing Load.** A minimum of four steel 3/4 inches diameter bolts will be used to directly connect the main support members of the modular home to the support frame of moving equipment. Two bolts each shall be located not less than 12 feet from the forward and rear ends of the modular home. Each of the four bolts shall be at least 4 feet

apart. Equivalent methods of fastening may be accepted provided fastening is not accomplished with clamps that rely on friction contact between the modular home or the moving equipment.

4. **Safety Chains.** Two safety chains shall be used, one each on right and left sides of (but separate from) the coupling mechanism connecting the tow vehicle and the modular home while in transit.

Chain shall be 3/8 inches diameter steel capable of passing a minimum break test load of 16,200 pounds. Chains shall be strongly fastened at each end to connect the tow vehicle and manufactured home and assure that in the event of a coupling failure the manufactured home will track behind the tow vehicle.

When the mobile/manufactured home is transported on a semi-trailer lowboy coupled to the tow vehicles with a fifth wheel and kingpin assembly the two safety chains are not required.

5. **Paneling of the Open Sides of Mobile/Manufactured Home.** Rigid material or 0.5 millimeter plastic sheathing backed by a rigid grillwork not exceeding squares of 4 feet to prevent billowing must fully enclose the open sides of units in transit.
6. **Adverse Weather Conditions.** Permitted vehicles addressed in this section shall not be dispatched during adverse weather conditions, as defined in Section 392.14, Federal Motor Carrier Safety Regulations. Extreme caution in the operation of a motor vehicle shall be exercised when hazardous conditions such as those caused by strong wind, snow, ice, sleet, fog, mist, rain, dust or smoke arise. Speed shall be reduced when such conditions exist, to minimize the danger from reduced visibility and/or traction. If conditions become sufficiently dangerous, the operation of the vehicle shall be discontinued and shall not be resumed until it can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to the driver, his vehicle, other motorists or the highway infrastructure, the driver may proceed to the nearest place offering a safe haven.

700.9 Disaster Movement of Mobile/Manufactured Homes:

The Resolution of the Utah Department of Transportation adopting the AASHTO National Policy entitled "Disaster Movement of Mobile Homes" is incorporated herein by reference. This National Policy sets forth criteria governing the movement of mobile/manufactured homes for use in Presidential declared disaster areas under the authority of Public Law 93-288, Federal Disaster Relief Act.

SECTION 800

MOVING HOUSES AND BUILDINGS

800.1 General:

The Utah Department of Transportation may authorize the movement of any house or building exceeding the legal dimensions on any public highway.

The legal dimensions for a house or building are:

Width	8' 6"
Height	14'
Length	65' (combination of tow vehicle and house or building as loaded.)

Movements of buildings in excess of 22 feet wide on or along high volume traffic routes, or for considerable distances will not normally be favorably considered. High volume traffic routes include major arteries near a central business district and multi-lane, controlled-access highways. Generally, buildings may be moved on or across low volume traffic routes which have adequate vertical and horizontal clearances.

Existing houses and buildings should be reduced to the smallest reasonable dimensions possible, even if it means removing single rooms and porches which project beyond the main portion of the house or building.

A house or building exceeding 14 feet 6 inches in basic wall-to-wall width will not generally be permitted for movement on freeways or interstate highways. At-grade movements across freeways or interstate highways will not generally be approved.

Permits will not be issued for the movement along public highways of new houses or new buildings that exceed an overall width of 20 feet including eaves or other appurtenances. New houses and new buildings are those which have been built at a particular location with the primary objective of being sold and moved to a permanent location.

800.2 Permits:

The transporting of a house or building exceeding 14 feet 6 inches in basic wall-to-wall width on public highways, other than freeways or interstate highways, may be permitted when the provisions of UR Sections 400,500 and 600 are met.

Rails or other beams used for house or building moving supports will not extend more than six (6) inches beyond the side limits of the house or building on the traffic side, nor on the highway shoulder side so as to create a hazard.

SECTION 900
PILOT/ESCORT SERVICE DRIVERS AND VEHICLES

900.1. Pilot/Escort Driver Requirements:

Every person who drives a pilot/escort vehicle to escort over-dimensional/permitted loads in the state of Utah must meet the following requirements:

1. Vehicle driver must be a minimum of 18 years of age.
2. There will be no passengers under the age of 16 years allowed to ride in the pilot/escort vehicle.
3. Possess a valid drivers license for the state or jurisdiction in which he/she is a resident.
4. Drivers domiciled in this state shall have completed Utah's eight-hour pilot/escort driver course of instruction approved by the Utah Department of Transportation. The course shall be presented either by UDOT personnel or others authorized by the Department. For information concerning this course contact Utah Valley State College (UVSC), 800 West 1200 South, Orem, Utah 84058, 1-888-293-6282 or the Headquarters Port of Entry (see paragraph 400.5).
5. Drivers domiciled outside of Utah must present evidence of having completed a similar course in another state.
6. While in operation as a pilot/escort, a driver shall have in their possession a current certification card from the state they are certified in.
7. Fulfill the UDOT requirements as specified in Section 900.2 and have a current inspection (Appendix J).
8. Drivers shall have no history of disorderly conduct.
9. Drivers shall have current insurance in the limits specified by FMCSR 387.7 & 387.9.
10. Drivers convicted of driving under the influence of alcohol, serious traffic violations or driving under the influence of a controlled substances shall have their certification suspended. The suspension shall be one year for the first offense, three years for the second offense and life for the third offense.
11. Fraudulent use of a certification card, or fraudulent creating of a certification card shall be cause for suspension. The suspension for first offense will be six months to a year, three years for the second offense and life for the third offense.
12. Aiding and abetting in fraudulent certification card use shall be cause for suspension.
13. Certification cards shall be used appropriately and not used to misrepresent themselves as an officer of the Court.

NOTE: Pilot/escort certification may be suspended or revoked for violation of any of these Utah Regulations, or for other offenses. The UDOT Pilot/Escort Steering Committee shall consider such actions.

900.2 Pilot/Escort Vehicle Standards:

1. The vehicle may be either a passenger car or a two-axle truck and shall carry the minimum insurance required by the state in which it is insured.
2. The wheelbase shall be a minimum of 95 inches.
3. The gross vehicle weight shall be a maximum of 12,000 pounds
4. An “OVERSIZE LOAD” and “SLOW VEHICLE” sign shall be mounted on the top of the pilot/escort vehicle, so that its bottom edge is not less than 5 feet above the road surface, if possible. In no case shall it obstruct the view of the flashing amber light. It shall be 5 feet x 10 inches in size, with yellow background and 8 inch high, 1 inch wide black letters, (IAW FHWA Standard 900-1 Alphabet B). The sign for the front pilot/escort vehicle shall be displayed so as to be readable by oncoming traffic; the rear pilot/escort vehicle shall display its sign so as to be readable by traffic overtaking from the rear and clearly legible at all times.
5. Two AAMVA approved amber flashing lights shall be mounted, one on each side of the required sign. They shall be a minimum of 6 inches in diameter with a capacity of 60 flashes per minute. Alternatively, an AAMVA-approved amber rotating beacon light shall be mounted on the top of the pilot/escort vehicle. The rotating beacon shall rotate, oscillate or flash through 360 degrees. Warning lights shall be on at all times during escort movements.
6. No obscuring of lights or signs on the pilot/escort vehicle.
7. There shall be no reduction in the mobility of the pilot/escort vehicle by reason of any load it carries.
8. Pilot/escort vehicles shall be equipped with a two-way radio capable of transmitting and receiving voice messages over a minimum distance of one-half mile and compatible with two-way radios in accompanying pilot/escort and tow vehicles. A citizens band radio with 4-watt rating is acceptable.
9. Pilot/escort vehicles shall carry at least the following items of equipment at all times and shall use them appropriately.
 - a. Standard 18 inch or 24 inch “STOP” & “SLOW” paddle signs. (The 24 inch version is required for construction site flagging.)
 - b. Eight reflective triangles, eight red-burning flares, or approved alternate.
 - c. Three orange colored, 18 inch high cones.

- d. Flashlight with 2 or more D cell batteries.
 - e. Orange hard hat and jacket/vest.
 - f. Two amber flashing lights, 6 inches or larger, or one AAMVA approved light bar capable of rotating, oscillating, flashing or strobe light.
 - g. An accurate height measuring pole, made of a non-conductive, non-destructive, flexible or frangible material, when escorting a load exceeding 16 feet in height.
 - h. Fire extinguisher.
 - i. First aid kit.
 - j. One spare OVERSIZE LOAD sign 7 feet X 18 inches.
 - k. Spare tire, tire jack, and lug wrench.
- 10. No vehicle shall have unauthorized equipment on the vehicle. (Example: wig-wags, headlamps, unauthorized colors, etc.)
 - 11. Vehicles towing trailers or other vehicles shall not qualify as pilot/escort vehicles.
 - 12. Permitted vehicles not able to maintain a minimum speed of 45 mph on freeways or interstate highways, or 20 mph on secondary roads, shall have a follow-up vehicle displaying a "SLOW VEHICLE" sign. The "SLOW VEHICLE" sign shall take precedence over the "OVERSIZE LOAD" sign. (Both signs are not required at the same time on the escort vehicle). (re: UR 600.8)
 - 13. Signs shall not be displayed except for actual movement.
 - 14. Convoy size and requirements are prescribed in UR Sections 600.3 through 600.5.

NOTE: A pilot/escort vehicle checklist is provided as Appendix J.

- 15. One pilot/escort vehicle is required for vehicles/loads which exceed the following dimensional conditions:
 - a. 12 feet in width on secondary highways (non-interstate) and 14 feet in width on divided highways (interstates).
 - b. 120 feet in length on divided highways and 105 feet in length on secondary highways.
 - c. Excess of 20 feet of overhangs. Ire: 600.6 4. A&B)
- 16. Two pilot/escort vehicles are required for vehicles/loads which exceed the following dimensional conditions:
 - a. 14 feet in width on secondary highways and 16 feet in width on divided highways.
 - b. 120 feet in length on secondary highways.

- c. 16 feet in height on all highways, or
 - d. When required by the Department.
17. A coordination and planning meeting shall be held prior to load movement. The drivers of the vehicle(s) carrying or pulling the oversize load(s), the pilot/escort vehicle driver(s), law enforcement officers (if assigned), UDOT personnel (if involved), and public utilities company representatives (if involved) shall attend. This meeting shall include discussion and coordination on the conduct of the move, including at least the following topics:
- a. The person designated as being in charge (usually a UDOT representative or a law enforcement officer).
 - b. Authorized routing and permit conditions.
 - c. Communications and signals coordination.
 - d. Verification/measurement of load dimensions. Compare with permitted dimensions.

900.3 Police Escort Requirements:

All oversize load police escort vehicles and officers will have the following equipment and training to be qualified to escort oversize/overweight loads.

- 1. Equipment:
 - a. Emergency Lighting:
 - (1.) Red and/or Blue overhead lights.
 - (2.) Roto beam lights are acceptable.
 - (3.) Mounted a minimum of (5) five feet above the road surface or mounted on the roof of the vehicle.
 - (4.) Lights must have a 360 degree visibility.
 - b. One police vehicle in each escort must be equipped with a two-way radio capable of transmitting and receiving voice messages with the escorted vehicle over a distance of one-half mile. A 4-watt CB radio is acceptable.
 - c. It is recommended that each officer have a 100 foot measuring tape for measuring height, length and width of the oversize load.
- 2. Training and Working Knowledge:
 - a. Pilot/Escort Certification (i.e., Utah's SC&RA training).
 - b. Special Transportation Permit requirements.
 - c. Commercial vehicle equipment condition.
 - d. Commercial vehicle loading and securement.
 - e. Documentation of sign, infrastructure or other property damage caused by the oversize/overweight load or vehicles.

3. Policy Compliance:

- a. Officers will be in authorized uniform.
- b. No ride-along passengers will be allowed.

900.4 Pilot/Escort Vehicle Requirements for secondary highways and construction zones:

If an oversize load is required to take an alternate route do to construction the load is required to have the appropriate escort vehicles for that road or highway. For each State Route (SR) listed, vehicles and/or loads shall comply with the requirements below.

1. **I-15 N/B to I-215 W/B**

- a. No loads in excess of 16' wide. (Use alternate routes.)

2. **SR-6, from NV/UT State Line to Delta.**

- a. Those exceeding 14 feet 6 inches in width notify Cedar City District.

3. **SR-9, from Hurricane (MP 10.0) to La Verkin (MP 13.0).**

- a. Those exceeding 12 feet in width require two pilot/escort vehicles.

4. **SR-9, from Jct. SR-17 east to Zions National Park and from SR-89 west to Zions National Park. No trucks allowed through the park.**

- a. Those exceeding 8 feet 6 inches in width require one pilot/escort vehicle.
- b. Those exceeding 10 feet in width require two pilot/escort vehicles.
- c. Those exceeding 14 feet in width require police escorts.
- d. All moves require authorization from the Headquarters or Kanab Port of Entry.

5. **SR-12, from Jct. SR-89 to Jct. SR-24 (Torrey).**

- a. Those exceeding 10 feet in width require one pilot/escort vehicle.
- b. Those exceeding 12 feet in width require two pilot/escort vehicles.
- c. Those exceeding 14 feet in width require two police escorts.

6. **SR-14, from MP 2 to MP 19 (Cedar Breaks National Monument).**

- a. Those exceeding 8 feet 6 inches in width require one pilot/escort vehicle.
- b. Those exceeding 10 feet in width require two pilot/escort vehicles.
- c. Those exceeding 12 feet shall not be authorized. (Contact HQ-POE)

7. **SR-17, from Interstate 15 (MP 0.0) to La Verkin (MP 6.07).**

- a. Those exceeding 10 feet in width require one pilot/escort vehicle.
- b. Those exceeding 12 feet in width require two pilot/escort vehicles.

8. **SR-20, from Interstate 15 (MP 0.0) to Jct. SR-89 (MP 20.53).**
 - a. Those exceeding 10 feet in width or 75 feet in length shall not be authorized (Contact HQ-POE).
9. **SR-24, from SR-12 (Torrey) to Jct of SR-24 & SR-95 (Hanksville).**
 - a. Those exceeding 10 feet in width require one pilot/escort vehicle.
 - b. Those exceeding 12 feet in width require two pilot/escort vehicles.
10. **SR-29 Joe's Valley, from Orangeville to Joe's Valley Reservoir.**
 - a. Those exceeding 95 feet in length or 10 feet in width require two pilot/escorts vehicles.
11. **SR-31 Electric Lake West, from MP 21.78 to MP 0.0.**
 - a. Those exceeding 10 feet in width and/or 80 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 12 feet in width shall not be authorized (Contact HQ-POE).
12. **SR-39, from Jct. SR-203 Harrison Blvd (MP 9) to Pineview Reservoir.**
 - a. Those exceeding 10 feet in width shall not be authorized (Contact HQ-POE).
13. **SR-39, from Pineview Reservoir to Jct. SR-16 Woodruff (MP 67.64).**
 - a. Those measuring 10 feet in width and/or 80 feet in length require two pilot/escort vehicle.
14. **SR-43 and SR-44, from Wyoming (MP 0.0) to Jct. SR-191(MP 27.9).**
 - a. Those exceeding 95 feet in length require two pilot/escort vehicles.
15. **SR-46, Colorado State line to MP 18.**
 - a. Those exceeding 10 feet in width and/or 80 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 12 feet in width and/or 110 feet in length shall not be authorized (Contact HQ-POE).
16. **SR-56, from Cedar City (MP 61.37) to the Nevada line (MP 0.0).**
 - a. Those exceeding 12 feet in width require one pilot/escort vehicle.
 - b. Those exceeding 14 feet in width require two pilot/escort vehicles.

17. **SR-59, from Hurricane (MP 19.0) to the top of Hurricane Hill (MP 22.2).**
 - a. Those exceeding 12 feet in width and/or 85 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 14 feet in width and/or 95 feet in length require two pilot/escort vehicles.
 - c. Those exceeding 14 feet 6 inches in width notify Cedar District.
18. **SR-89 Logan Canyon, from MP 373 to MP 415.**
 - a. Those exceeding 10 feet in width and/or 80 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 12 feet in width shall not be authorized (Contact HQ-POE).
19. **SR-89, from Kanab to the Sevier Junction (I-70).**
 - a. Those exceeding 10 feet in width and 75 feet in length require one pilot/escort vehicle.
20. **SR-92, from the junction of US-189 (Provo Canyon) to Sundance Ski Resort.**
 - a. All oversize loads required two (2) certified escorts and two (2) police escorts.
21. **SR-128, from I-70 to SR-191. (MPO-MP41.6)**
 - a. No oversize loads or vehicles in excess of 55,000 LBS. GVW authorized (Contact HQ-POE).
22. **SR-143, from MP 3.8 (mouth of canyon) to MP 19.3 (Brian Head).**
 - a. Those exceeding 8 feet 6 inches in width require one pilot/escort vehicle.
 - b. Those exceeding 10 feet in width require two pilot/escort vehicles.
 - c. Those exceeding 12 feet in width and/or 65 feet in length shall not be authorized (Contact HQ-POE).
23. **SR-153, from MP 9.9 (power plant) to MP 19.2 (Elk Meadows).**
 - a. Those exceeding 8 feet 6 inches in width require one pilot/escort vehicle.
 - b. Those exceeding 10 feet in width and/or 65 feet in length shall not be authorized (Contact HQ-POE).
24. **SR-189 Provo Canyon, from MP 7.4 to Wallsburg Jct (MP 21).**
 - a. Overweight/oversize loads shall not be authorized, including 53' trailers (contact HQ-POE). (R9 12-4-1)-Oversize loads operating with a letter of approval will follow established pilot escort requirement for secondary highways. Those traveling across Deer Creek Dam must contact UDOT Region Three for requirements.

25. **SR-190 Big Cottonwood Canyon, from Route I-215 at Knudsen's Corner to the Salt Lake-Wasatch County Line.**
 - a. Those exceeding 9 feet in width and/or 65 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 10 feet in width and/or 80 feet in length require two pilot/escort vehicles.
 - c. Those exceeding 12 feet in width shall not be authorized (Contact HQ-POE).
26. **SR-191 Indian Canyon, from Jct. SR-6 to Jct. SR-40**
 - a. Those exceeding 95 feet in length require two pilot/escort vehicles.
 - b. Those exceeding 15 feet in width require two police escorts.
27. **SR-191 from Vernal to Wyoming.**
 - a. Those exceeding 95 feet in length require two pilot/escort vehicles.
28. **SR-191, from LaSalle Jct. to the Grand County/San Juan County line and across the Colorado River bridge.**
 - a. Those exceeding 15 feet in width require two police escorts.
29. **SR-210 Little Cottonwood Canyon, from SR-190 to Alta.**
 - a. Those exceeding 9 feet in width and/or 65 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 10 feet in width and/or 80 feet in length require two pilot/escort vehicles.
 - c. Those exceeding 12 feet in width shall not be authorized (Contact HQ-POE).
30. **SR-211, from SR-191 to Canyon Lands.**
 - a. Those exceeding 10 feet in width and/or 80 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 12 feet in width shall not be authorized (Contact HQ-POE).
31. **SR-226, from Jct. SR-39 (MP 0.0) to Snow Basin (MP 7.69).**
 - a. All oversize loads require two police escorts.
32. **SR-261, from MP 7 to MP 10 (Moki Dugway).**
 - a. No oversize loads or vehicles in excess of 55,000 LBS. GVW authorized (contact HQ-POE).
33. **SR-262, from Montezuma Creek to Aneth.**
 - a. Those exceeding 95 feet in length will require two pilot/escorts.

34. **SR-262, from MP 15 to MP 17 (north of Montezuma Creek).**
- a. No oversize loads or vehicles in excess of 55,000 LBS. GVW authorized. (Contact HQ-POE).
35. **SR-264, from Jct. SR-31 to Jct. SR-96**
- a. Those exceeding 10 feet in width and/or 80 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 12 feet in width and/or 110 feet in length shall not be authorized (Contact HQ-POE).
36. **Emigration Canyon, from Jct. Of Wasatch Dr. and Sunnyside Ave. to SR-65.**
- a. Those exceeding 9 feet in width and/or 65 feet in length require one pilot/escort vehicle.
 - b. Those exceeding 10 feet in width and/or 80 feet in length require two pilot/escort vehicles.
 - c. Those exceeding 12 feet in width shall not be authorized (Contact HQ-POE).
37. **Taylorsville City, 6200 South from Redwood Road to Bangerter Hwy.**
- a. No trucks allowed.

LCV's are exempt from these requirements. Additional pilot/escort vehicle(s) may be required, including police escorts, at the discretion of UDOT. Exceptions to these requirements may also be granted by UDOT.

SECTION 1000

OTHER CATEGORIES

1000.1 Hay Truck Operations:

Vehicle combinations may transport two rolls or bales of hay side by side when:

1. The two rolls or bales are 10 feet or less in width.
2. Operating with a valid overweight/oversize permit.
3. Length does not exceed legal length.
4. The load is fully supported and the width of trailer does not exceed the load.
5. The vehicle unladen is legal width.
6. Loads are properly secured in accordance with FMCSR 393.100 and 102.
7. All other laws and regulations are complied with.

1000.2 Plow Operations:

Private snow plows with 10 to 12 feet blades may operate without oversize permits between October 1 st and April 30th day or night, if they are in compliance with the following:

1. The front projection width of the blade may not exceed 10 feet.
2. During periods of travel between jobs, the blade must be angled so that the minimum width is exposed to oncoming traffic.
3. During operations, the vehicle shall be equipped with lights which provide adequate illumination when the blade is in either the up or down position, and signaling lights shall not be obscured.
4. Vehicles with blades in excess of 8 1/2 feet must be equipped with a yellow, rotating beacon warning light.

1000.3 Implements of Husbandry (re: UCA 72-7-407):

1. Farm implement dealers are authorized to purchase annual oversize permits in compliance with the following:
 - a. Prior to transporting loads that exceed 16 feet in width and/or 14 feet in height the Headquarters Port (HQ) of Entry shall be notified for route authorization. It is recommended that the HQ Port be contacted prior to transporting loads in excess of 14 feet in width on unfamiliar or unusual routes. Police escorts as required: Excess of 17' wide on secondary, 22' wide on interstate, 17'6" high all roads.

- b. Two certified pilot/escort vehicles must accompany loads 16 feet in width or greater. One certified pilot/escort vehicle shall accompany loads in excess of 14 feet in width only when special hazards exist. Special hazards are defined as extreme weather conditions and/or highway construction or maintenance projects.
2. Implements of husbandry moved by a farmer or rancher or his employees in connection with an agricultural operation are exempt from permitting requirements provided the following conditions are met:
 - a. Front and rear escort vehicles are required when the implement is 16 feet in width.
 - b. One or more escort vehicles are required when the implement is traveling on a highway where special hazards exist. Special hazards are defined as extreme weather conditions and/or highway construction or maintenance projects.

NOTE: For paragraphs b.1 and 2, an escort vehicle is defined as a vehicle with it's emergency warning lights operating, and is being used to warn approaching motorists. No certification required by driver.

1000.4 Self-Propelled Parade Floats:

These will not be required to purchase an overweight/oversize permit. They are required to have sufficient insurance and the necessary safety equipment for the safe operation of the vehicle. Guidelines for the movement of parade floats follow.

1. Must have clear 360 degree visibility.
2. A follow-up vehicle is recommended for moves of all floats, except during the parade.
3. Two-way communication is recommended between float and follow-up vehicle.
4. Floats in excess of 14 feet in height, which cannot be made lower, must be routed by the Department.
5. Movement to and from parades should be made only at a time when traffic is the lightest, in daylight hours unless adequately lighted.
6. Interstate highways should not be used unless alternate routes are unavailable.

1000.5 Wreckers and Tow Trucks:

Vehicles designed and operated exclusively as wreckers, must be registered for the total gross weight of the vehicle including any essential equipment required for wrecking and towing operations which it normally carries.

1. Wreckers are not required to have gross weight registration sufficient to cover vehicles being towed or carried as a result of their specialized operations.
2. Class "A-1", "A-2", "A", and "B" shall not exceed the load limits as provided by law.

(Appendix D)

3. Classes “C” and “D”:

- a. May pick up weights and lengths beyond legal limits under conditions where it is necessary to do so and no other alternative is available. (re: UCA 72-7-401 for emergency conditions.)
- b. Tow trucks generally engaged in transporting and/or towing disabled or wrecked vehicles which do not exceed 10 feet in width and/or 120 feet in total combination length (including wrecker), 125,000 GVW or permitted non-divisible axle weights, may obtain trip, semi-annual or annual, non-divisible, oversize/overweight permits. They do not require pilot/escort vehicles but must have oversize signs as designated in 600.6.3(c).
- c. Class “C” and “D” tow trucks pulling disabled vehicles with a total combination length (including wrecker) of not more than 120 feet in length and/or 10 feet in width will be allowed to operate during hours of darkness.
- d. A wrecker or a tow truck is allowed to pick up a wrecked or disabled vehicle, or combination of vehicles, and tow it to the **nearest** safe haven **without a permit**. If the wrecker possesses/purchases a permit (Annual, Semi-Annual, Single Trip) described in this regulation they are allowed to take the disabled or wrecked vehicle, or combination, from the safe haven to point of delivery.

1000.6 Vehicles Carrying Livestock or Grain: [re: UCA 72-7-401]

May carry up to 36,000 pounds on a tandem axle without obtaining an overweight permit if:

1. The load is livestock as defined in UCA 4-1-8 (6): “Cattle, sheep, goats, swine, horses, mules, poultry, domesticated elk as defined in Section 4-39-102, or any other domestic animal or domestic furbearer raised or kept for profit.”
2. The load is grain being transported from a farm to market in a raw state prior to bagging, weighing or processing.
3. The vehicle is not operated on an Interstate Highway or the Defense Highway System(US 666, US 19 1 (from US666 to 170), US 6, and all roads leading into or out of a US military facility.
4. The GVW does not exceed 80,000 pounds.
5. While the defined legal and permitted weight limits apply to livestock as well as to other carriers, consideration shall be given to the unique nature of living cargo, which can move around, changing axle weights. This is especially true where dividers are not built in livestock cargo compartments.
6. Every reasonable effort shall be made to minimize the delay of livestock carriers in the

ports of entry, so as to avoid harm or injury to the animals. If off-loading is required, their safety and that of personnel involved shall be given high priority.

1000.7 Company Vehicles Transporting Poles:

Companies transporting utility poles may transport poles up to 120 feet in overall length, including overhangs, with semi-annual or annual Permits issued in accordance with UR Sections 600 and 900. Permits are issued to the trailer transporting the poles, using the trailer registration information.

1000.8 Requirements for Movement of Certain Slow and/or Low Equipment or Structures Over Highway Rail Crossings:

UCA 4 1-6-98 states that: “No person shall operate or move any crawler type tractor, power shovel, derrick, roller or any equipment or structure having normal operating speed of ten or less miles per hour or a vertical body or load clearance of less than 1/2inch per foot of the distance between any two adjacent axles or in any event less than nine inches measured above the level surface of a roadway upon or across any tracks at a railroad crossing without first complying with this section.” (re: UCA 4 1-6-98)

1000.9 Vehicles Transporting; Logs from Forest to Sawmill: [re: UCA 72-7-401]

Such vehicles are to be held to the axle and gross weight requirements of the law, but are exempt from inner bridge and size requirements when required to move upon a highway other than the national system of Interstate and Defense Highways (See 1000.6.3). Vehicles exceeding 80,000 LBS. must be permitted in accordance with this manual. Some consideration should be given to these vehicles, taking into account their unique loading locations, scale availability, miles traveled, etc.

1000.10 Unladen Heavy Haul Trailer Combinations:

Heavy Haul companies may operate these trailer combinations consisting of jeep(s), trailer(s) and booster(s) up to 105 feet long and 10 feet wide, with a special semi-annual or annual permit issued in accordance with UR Section 600. These combinations will be allowed to operate, with one certified pilot/escort vehicle during hours of darkness. These combinations are exempt from curfew and holiday restrictions.

APPENDIX A
UTAH WEIGHT TABLE
BRIDGE TABLE-B EXTENDED
BASED ON WEIGHT FORMULA $W = 500(LN/(N-1)+12N+36)$
MAXIMUM LOAD IN POUNDS CARRIED ON ANY
GROUP OF 2 OR MORE CONSECUTIVE AXLES.

**DISTANCE IN FEET BETWEEN
THE EXTREMES OF ANY GROUP
OF 2 OR MORE**

(N)	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles	10 Axles	11 Axles	12 Axles	13 Axles
(L)												
4	34,000											
5	34,000											
6	34,000											
7	34,000											
8	34,000	34,000										
9	39,000	42,500										
10	40,000	43,500										
11		44,000										
12		45,000	50,000									
13		45,500	50,500									
14		46,500	51,500									
15		47,000	52,000									
16		48,000	52,500	58,000								
17		48,500	53,500	58,500								
18		49,500	54,000	59,000								
19		50,000	54,500	60,000								
20		51,000	55,500	60,500	66,000							
21		51,500	56,000	61,000	66,500							
22		52,500	56,500	61,500	67,000							
23		53,000	57,500	62,500	68,000							
24		54,000	58,000	63,000	68,500	74,000	79,500					
25		54,500	58,500	63,500	69,000	74,500	80,500					
26		55,500	59,500	64,000	69,500	75,000	81,000					
27		56,000	60,000	65,000	70,000	75,500	81,500					
28		57,000	60,500	65,500	71,000	76,500	82,000					
29		57,500	61,500	66,000	71,500	77,000	82,500					
30		58,500	62,000	66,500	72,000	77,500	83,000					
31		59,000	62,500	67,500	72,500	78,000	83,500					
32		60,000	63,500	68,000	73,000	78,500	84,000	90,000				
33			64,000	68,500	74,000	79,000	85,000	90,500				
34			64,500	69,000	74,500	80,000	85,500	91,000				
35			65,500	70,000	75,000	80,500	86,000	91,500				
36			68,000	70,500	75,500	81,000	86,500	92,000	98,000			
37			68,000	71,000	76,000	81,500	87,000	93,000	98,500			
38			68,000	71,500	77,000	82,000	87,500	93,500	99,000			
39			68,000	72,500	77,500	82,500	88,500	94,000	99,500			
40			68,500	73,000	78,000	83,500	89,000	94,500	100,000	106,000		
41			69,500	73,500	78,500	84,000	89,500	95,000	101,000	106,500		
42			70,000	74,000	79,000	84,500	90,000	95,500	101,500	107,000		
43			70,500	75,000	80,000	85,000	90,500	96,000	102,000	107,500		
44			71,500	75,500	80,500	85,500	91,000	96,500	102,500	108,000	114,000	
45			72,000	76,000	81,000	86,000	91,500	97,500	103,000	108,500	114,500	
46			72,500	76,500	81,500	87,000	92,500	98,000	103,500	109,500	115,000	
47			73,500	77,500	82,000	87,500	93,000	98,500	104,000	110,000	115,500	
48			74,000	78,000	83,000	88,000	93,500	99,000	104,500	110,500	116,000	122,000
49			74,500	78,500	83,500	88,500	94,000	99,500	105,000	111,000	116,500	122,500
50			75,500	79,000	84,000	89,000	94,500	100,000	106,000	111,500	117,500	123,000
(N)	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles	10 Axles	11 Axles	12 Axles	13 Axles

ALL COMBINATIONS OF VEHICLES WITH GROSS
VEHICLE WEIGHTS IN EXCESS OF 80,000 POUNDS MUST
BE IN COMPLIANCE WITH THE UTAH WEIGHT TABLE AND WILL
REQUIRE AN OVERWEIGHT PERMIT

AXLE GROUPS IN THESE
SPACINGS ARE IMPRACTICAL

APPENDIX A (continued)
Bridge Table B-Extended

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles	10 Axles	11 Axles	12 Axles	13 Axles
51			76,000	80,000	84,500	89,500	95,000	100,500	106,500	112,000	118,000	123,500
52			76,500	80,500	85,000	90,500	95,500	101,000	107,000	112,500	118,500	124,000
53			77,500	81,000	86,000	91,000	96,500	102,000	107,500	113,000	119,000	124,500
54			78,000	81,500	86,500	91,500	97,000	102,500	108,000	113,500	119,500	125,000
55			78,500	82,500	87,000	92,000	97,500	103,000	108,500	114,000	120,000	126,000
56			79,500	83,000	87,500	92,500	98,000	103,500	109,000	115,000	120,500	126,500
57			80,000	83,500	88,000	93,000	98,500	104,000	109,500	115,500	121,000	127,000
58				84,000	89,000	94,000	99,000	104,500	110,000	116,000	121,500	127,500
59				85,000	89,500	94,500	99,500	105,000	111,000	116,500	122,000	128,000
60				85,500	90,000	95,000	100,500	105,500	111,500	117,000	122,500	128,500
61				86,000	90,500	95,500	101,000	106,500	112,000	117,500	123,500	129,000
62				86,500	91,000	96,000	101,500	107,000	112,500	118,000	124,000	
63				87,500	92,000	96,500	102,000	107,500	113,000	118,500	124,500	
64				88,000	92,500	97,500	102,500	108,000	113,500	119,000	125,000	
65				88,500	93,000	98,000	103,000	108,500	114,000	119,500	125,500	
66				89,000	93,500	98,500	103,500	109,000	114,500	120,500	126,000	
67				90,000	94,000	99,000	104,500	109,500	115,000	121,000	126,500	
68				90,500	95,000	99,500	105,000	110,000	116,000	121,500	127,000	
69				91,000	95,500	100,000	105,500	111,000	116,500	122,000	127,500	
70				91,500	96,000	101,000	106,000	111,500	117,000	122,500	128,000	
71				92,500	96,500	101,500	106,500	112,000	117,500	123,000	128,500	
72				93,000	97,000	102,000	107,000	112,500	118,000	123,500	129,000	
73				93,500	98,000	102,500	107,500	113,000	118,500	124,000		
74				94,000	98,500	103,000	108,500	113,500	119,000	124,500		
75				95,000	99,000	103,500	109,000	114,000	119,500	125,000		
76				95,500	99,500	104,500	109,500	114,500	120,000	126,000		
77				96,000	100,000	105,000	110,000	115,500	121,000	126,500		
78				96,500	101,000	105,500	110,500	116,000	121,500	127,000		
79				97,500	101,500	106,000	111,000	116,500	122,000	127,500		
80				98,000	102,000	106,500	111,500	117,000	122,500	128,000		
81				98,500	102,500	107,000	112,500	117,500	123,000	128,500		
82				99,000	103,000	108,000	113,000	118,000	123,500	129,000		
83				100,000	104,000	108,500	113,500	118,500	124,000			
84					104,500	109,000	114,000	119,000	124,500			
85					105,000	109,500	114,500	120,000	125,000			
86					105,500	110,000	115,000	120,500	126,000			
87					106,000	110,500	115,500	121,000	126,500			
88					107,000	111,500	116,500	121,500	127,000			
89					107,500	112,000	117,000	122,000	127,500			
90					108,000	112,500	117,500	122,500	128,000			
91					108,500	113,000	118,000	123,000	128,500			
92					109,000	113,500	118,500	123,500	129,000			
93					110,000	114,000	119,000	124,500				
94					110,500	115,000	119,500	125,000				
95					111,000	115,500	120,500	125,500				
96					111,500	116,000	121,000	126,000				
97					112,000	116,500	121,500	126,500				
98					113,000	117,000	122,000	127,000				
99					113,500	117,500	122,500	127,500				
100					114,000	118,500	123,000	128,000				
101	40,000	60,000	80,000	100,000	114,500	119,000	123,500	129,000	129,000	129,000	129,000	129,000

The permissible loads are computed to the nearest 500 pounds. The maximum load on any single axle is 20,000 pounds and 34,000 pounds on a tandem axle

APPENDIX B

FEE TABLE FOR NON-DIVISIBLE LOADS EXCEEDING 125,000 LBS.

MILES:	50	100	150	200	250	300	350	400	450	500	550	600
POUNDS:												
150000	\$65	\$70	\$110	\$140	\$180	\$210	\$250	\$280	\$320	\$350	\$390	\$420
175000	\$65	\$100	\$140	\$190	\$240	\$290	\$330	\$380	\$430	\$450	\$450	\$450
200000	\$65	\$120	\$180	\$240	\$300	\$360	\$420	\$450	\$450			
225000	\$70	\$150	\$220	\$290	\$360	\$440	\$450					
250000	\$90	\$170	\$260	\$340	\$430	\$450						
275000	\$100	\$200	\$290	\$390	\$450							
300000	\$110	\$220	\$330	\$440								
325000	\$120	\$250	\$370	\$450								
350000	\$140	\$270	\$410									
375000	\$150	\$300	\$440									
400000	\$160	\$320	\$450									
425000	\$170	\$350										
450000	\$190	\$370										
475000	\$200	\$400										
500000	\$210	\$420										
525000	\$220	\$450										
550000	\$240											
575000	\$250											
600000	\$260											
625000	\$270											
650000	\$290											
675000	\$300											
700000	\$310											
725000	\$320											
750000	\$340											
775000	\$350											
800000	\$360											
825000	\$370											
850000	\$390											
875000	\$400											
900000	\$410											
925000	\$420											
950000	\$440											
975000+	\$450											

APPENDIX C **NON-DIVISIBLE LOAD CHART**

*L	2 Axles		3 Axles		4 Axles		5 Axles		6 Axles	
	8 Wide	10 Wide	8 Wide	10 Wide	8 Wide	10 Wide	8 Wide	10 Wide	8 Wide	10 Wide
4	50,000	57,500								
5	50,000	57,500								
6	50,000	57,500								
7	50,000	57,500								
8	50,000	57,500	61,500	71,000						
9	57,500	66,000	62,500	72,000						
10	59,000	68,000	64,000	73,500						
11			64,500	74,000						
12			66,000	76,000	73,500	84,500				
13			67,000	77,000	74,000	85,000				
14			68,500	79,000	75,500	87,000				
15			69,000	79,500	76,500	88,000				
16			70,500	81,000	77,000	88,500	85,000	98,000		
17			71,000	81,500	78,500	90,000	86,000	99,000		
18			73,000	84,000	79,500	91,500	86,500	99,500		
19			73,500	84,500	80,000	92,000	88,000	101,000		
20			75,000	86,000	81,500	94,000	89,000	102,500	97,000	111,500
21			76,000	87,500	82,500	95,000	89,500	103,000	98,000	113,000
22			77,000	88,000	83,000	95,500	90,500	104,000	98,500	113,500
23			78,000	90,000	84,500	97,000	92,000	106,000	100,000	115,000
24			79,500	91,500	85,000	98,000	92,500	106,500	101,000	116,000
25			80,000	92,000	86,000	99,000	93,000	107,000	101,500	117,000
26			81,500	94,000	87,500	100,500	94,000	108,000	102,000	117,500
27			82,500	95,000	88,000	101,000	95,000	109,000	103,000	118,500
28			84,000	96,500	89,000	101,500	96,500	110,000	104,500	120,000
29			84,500	97,000	90,500	104,000	97,000	111,500	105,500	121,000
30			86,000	99,000	91,000	104,500	98,000	112,500	106,000	122,000
31			86,500	99,500	92,000	106,000	99,000	114,000	106,500	122,500
32			88,000	101,000	93,500	107,500	100,000	115,000	107,500	123,500
33					94,000	108,000	100,500	115,500	109,000	125,500
34					95,000	109,000	101,500	117,000	109,500	126,000
35					96,000	110,000	103,000	118,500	110,500	127,000
36					97,000	111,500	103,500	119,000	111,000	127,500
37					98,000	112,500	104,500	120,000	111,500	128,000
38					99,000	114,000	106,000	122,000	113,000	130,000
39					100,000	115,000	106,500	122,500	114,000	131,000
40					101,000	116,000	107,500	123,500	114,500	131,500
41					102,000	117,000	108,000	124,000	115,500	132,500
42					103,000	118,500	109,000	125,500	116,000	133,500
43					103,500	119,000	110,500	127,000	117,500	135,000
44					105,000	120,500	111,000	127,500	118,500	136,500
45					106,000	122,000	111,500	128,000	119,000	137,000
46					106,500	122,500	112,500	129,500	120,000	138,000
47					108,000	124,000	114,000	131,000	120,500	138,500
48					109,000	125,500	114,500	131,500	122,000	140,500
49					109,500	126,000	115,500	133,000	123,000	141,500
50					111,000	127,500	116,000	133,500	123,500	142,000
51					111,500	128,000	117,500	135,000	124,000	142,500
52					112,500	129,500	118,500	136,500	125,000	144,000
53					114,000	131,000	119,000	137,000	126,500	145,500
54					114,500	131,500	120,000	138,000	127,000	146,000
55					115,500	133,000	121,500	140,000	128,000	147,000
56					117,000	134,500	122,000	140,500	128,500	148,000
57					117,500	135,000	123,000	141,500	129,500	149,000
58							123,500	142,000	131,000	150,500
59							125,000	144,000	131,500	151,000
60							126,000	145,000	132,500	152,000

*L= Length of axle group

Chart based on weight formula $1.47 \times 500 (LN/N-1 + 12N + 36)$
10' wide axles are allowed 15% more weight than 8' wide axles.

When using an axle equipped with eight tires, rather than four, add 10% to the weight authorized for an 8' wide axle group.

APPENDIX E

R912. MOTOR CARRIER, PORTS OF ENTRY

R912-3. Restriction of Truck Traffic on SR-128. Legal and Permitted Vehicles.

R912-3-1. Restrictions on Large Commercial Vehicles Traveling SR-128.

(1) The Utah Transportation Commission limits the truck traffic to local usage along SR- 128 from near Moab to I-70 in Grand county, as **follows**:

- (a) No through commercial truck over 55,000 pounds GVW.
- (b) Trucks over 55,000 pounds GVW limited to local usage of businesses or residents along SR-28.

R912-4. Limitation of Special Permit Vehicles in Provo Canyon. Legal and Permitted Vehicles.

R912-4-1. Exception to R912-1-5(1)(3).

An exception to the Utah Regulations for Legal and Permitted Vehicles for operators, drivers and enforcement officers, forbids issuance of special permits in all classes for the operation of oversize or overweight vehicles along US- 189 between Wallsburg Junction in Wasatch County and Ohnstead in Utah County. These restrictions shall not apply to vehicles engaged in public works projects transporting materials to or from said projects located between the Wallsburg Junction and Ohnstead.

Annotations

R912-8. Minimum Tire, Axle and Suspension Ratings for Heavy Vehicles and the Use of Retractable or Variable Load Suspension Axles in Utah.

R912-8-1. Authority.

R912-8-2. Definitions.

- (1) “Axle Group” means any axles on a vehicle that are within eight feet of each other.
- (2) “Bridge Formula” as defined in Section 72-7-404 (3) of the Utah Code Annotated.
- (3) “Fixed Axle” means an axle that is not steerable, self steering or retractable.
- (4) “Legal Weight” as defined in Section 72-7-404 (2) of the Utah Code Annotated.
- (5) “Load Rating” means the maximum load that the equipment is rated to carry as designated by the Federal Motor Carrier standards.
- (6) “Variable Load Suspension (VLS) Axle” means an axle that can be loaded mechanically to various capacities.
- (7) “Retractable Axles” means an axle that can be lifted from the pavement surface, but cannot mechanically vary its weight-bearing capability.
- (8) “Tire Scrubbing” means side movement of the tire associated with the turning movement of a vehicle.
- (9) “Quad Axle Group” means a group of four consecutive fixed axles.

R912-8-3. Purpose.

- (1) The purpose of this rule is to promote safety and reduce the pavement damage resulting from operating with underrated tires or suspensions and/or retractable or VLS axles. Some trucking firms have utilized underrated tires, axles and suspensions systems which cannot safely and practically support excess weight, and adjacent axles become overloaded. Fixed axles scrub sideways to some degree when a vehicle is operated through a turning movement. This scrubbing is damaging to the pavement surface. The degree to which a tire scrubs is related to the distance between the extreme fixed axles in an axle group. Quad axle groups increase tire scrubbing considerably because of the extreme axle spacings involved.
- (2) Some companies utilize retractable or VLS axles to improve the load-carrying flexibility of their vehicles. These axles increase the weight that the vehicle can legally carry, while providing needed maneuverability at loading and unloading sites. Concrete and construction companies have used these axles on their vehicles to transport materials to construction sites, causing a minimum of pavement and bridge damage. These axles can then be retracted or “unloaded” to allow a driver to more easily back up or steer. Since they can be misused and abused, it is in the best interest of safety and infrastructure preservation to establish and enforce specific operating requirements for vehicles so equipped in the state of Utah.

R912-8-4. Provisions.

- (1) Vehicles with a gross vehicle rating exceeding 26,000 pounds are limited as follows:
 - (A) Axles shall not exceed their designed load capacity. Documentation of axle capacity, such as an attached data plate or written certification from a vendor, shall be available with each vehicle.
 - (B) Single tires shall be a minimum size of 8.25 x 20. All tires shall meet Federal Motor Carrier Safety load rating requirements.
 - (C) No more than three fixed axles shall be allowed in any group. Retractable or VLS axles installed after January 1990 shall be self-steering on power units and when augmenting a tridem group on trailers. Non-divisible loads may be exempt from these restrictions with written approval from the Utah Department of Transportation (UDOT).
 - (D) No axle in a group with a retractable or VLS axle shall exceed legal or bridge formula weight requirements.
 - (E) Controls for raising and lowering retractable or VLS axles may be located in the cab of the power unit, but the controls regulating pressure to such axles shall be positioned outside the cab so as to be inaccessible to the driver when the vehicle is in motion.
 - (F) Tires, axles or suspension systems which are unusual or which vary from these requirements shall be reviewed and approved by UDOT prior to operation.

Note: For clarification purposes of this section only, two axle straight trucks are not classified as "power units".

R912-76. Single Tire Configuration.

R912-76-I. Purpose.

The use of single tires on heavy vehicles has been indicated to be one of the factors damaging to pavements, in the form of increased fatigue and rutting. Rutting has been shown to have increased dramatically in recent years. Significant pavement rutting can result in an unsafe condition to the traveling public, and is very costly to correct, the Transportation Commission finds it in the best interest of the safety and convenience of the traveling public to limit and discourage the use of single tires in Utah.

R912-76-2. Authority.

Sections 72-1-102, 72-7-404, 72-7-406

R9 12-76-3. Provisions.

1. Tire loading on vehicles requiring an overweight or oversize permit shall not exceed 500 pounds per inch of tire width for tires eleven inches wide and greater, and 450 pounds per inch of tire width for tires less than eleven inches wide, as designated by the tire manufacturer on the side wall of the tire. Single axle loading shall not exceed 20,000 pounds, and tandem axle loading shall not exceed 34,000 pounds.
2. The use of single tires on any combination vehicle requiring an overweight or oversize permit shall not be allowed on single axles. A single axle is defined as one having more than eight feet between it and the nearest axle or group of axles on the vehicle.
3. Tire loading on permitted vehicles shall not exceed 600 pounds per inch of tire width as designated by the tire manufacturer on the sidewall.
4. Non-divisible loads may be exempt from these restrictions upon written approval from the Department.
5. No wheel on steering or castering axles shall exceed 600 pounds per inch of tire width.
6. In no case shall any tire loading exceed the tire manufacturer maximum load rating (existing Federal requirement).
7. The above restrictions will be effective on October 1, 1988, to allow the trucking industry to properly prepare for these changes.
8. Studies presently underway on the safety and pavement damage done by single tires may lead to modifications to this rule in the near future. This may lead to the total elimination or expanded use of single tires on other than steering or castering axles.

APPENDIX F
SPECIAL MOBILE EQUIPMENT INFORMATION

R9 12 Transportation, Motor Carrier, Ports-of-Entry

R912-16 Special Mobile Equipment.

R912-16-1 Authority.
Section 41-1a-230.

R912-16-2 The purpose of this rule is to provide registration exceptions for special mobile equipment,

R912-16-3. Definitions:

- (1) Special Mobile Equipment exempt from registration include:
 - (a) Vehicles not designed to be operated or moved over the highways;
 - (b) Farm tractors;
 - (c) Off-road motorized construction or maintenance equipment including backhoes, bulldozers, compactors, graders, loaders, road rollers, scrapers, tractors and trenchers;
 - (d) Ditch digging apparatus;
- (2) The following are no longer classified as special mobile equipment but are eligible for one-half exemption of fees required under 41- 1 a- 1206:
 - (a) Concrete Pumpers;
 - (b) Cranes performing crane services with a crane lift capacity of five tons or more;
 - (c) Well boring trucks;

R912-16-4.

- (1) All persons who operate or cause to be operated a special mobile equipment exempt from registration shall submit a completed special mobile equipment affidavit to the Department of Transportation, Motor Carrier Division.
 - (a) To be deemed complete an affidavit must be on the form provided by the Motor Carrier Division and all required fields filled in. Affidavits will be available at all Ports-of-Entry and State Tax Commission, Department of Motor Vehicles offices. Affidavits/applications will be turned into a Port-of-Entry.
 - (b) The decision as to whether the vehicle is found to be a special mobile equipment exempt from registration, or not to be special mobile equipment, will be so noted on the affidavit.
 - (c) Special mobile equipment exempt from registration shall carry a copy of the approved affidavit in the vehicle at all times.
 - (d) Vehicles found to not be special mobile equipment shall register with the State Tax Commission prior to operating the vehicle on a public highway.
 - (e) Upon receipt of a denial of special mobile equipment notice, if the owner/operator wishes to appeal the decision of the Department, a petition may be filed with the Utah Department of Transportation, Motor Carrier Division, within 30 days.
 - (f) A response to an appeal from the Department will be made in writing within 30 days.



**Utah Department of Transportation
Office of Motor Carriers
Affidavit/Application of Special Mobile Equipment**



Name of Company (must be owner):			
Street Address:			
City:		State:	Zip:
VIN:	Year:	Make:	Model:
Company representative's signature:		Date:	Phone no:

Special Mobile Equipment exempt from registration requirements:

<input type="checkbox"/> Backhoe <input type="checkbox"/> Compactor <input type="checkbox"/> Loader <input type="checkbox"/> Scraper <input type="checkbox"/> Trencher <input type="checkbox"/> Vehicles not designed to be moved or operated over the highway-Specify: _____	<input type="checkbox"/> Bulldozer <input type="checkbox"/> Grader <input type="checkbox"/> Road roller <input type="checkbox"/> Tractor (farm) <input type="checkbox"/> Ditch digging apparatus
Authorized <input type="checkbox"/> (yes) <input type="checkbox"/> (no)	
Signature _____ <small>Agent Utah Department of Transportation</small>	
NOTE: Affidavit must be carried in vehicle at all times. Rule R912-16-4(1)(c).	

NOTE: All registration and licensing requirements must be satisfied if vehicle does not qualify as a Special Mobile Equipment. If vehicle does not qualify as special mobile equipment contact the Utah Tax Commission, Motor Vehicle Department.

APPEALS: Appeals may be made to the Utah Department of Transportation, Motor Carrier Division, Box 148240, Salt Lake City, UT 84114-8240, 801-965-4951.

Axle Spacings:	Axle 1 to Axle 2=	Axle 2 to Axle 3=	Axle 3 to Axle 4=	Axle 4 to Axle 5=
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Width of axles:



APPENDIX H

GENERAL INFORMATION FOR MOTOR CARRIERS TRAVELING THROUGH UTAH

Where Do I Go for Information?

Office of Motor Carriers, (Motor Carrier Division)

Carrier complaints, compliance questions, rules and regulation questions, compliance reviews:

4501 S 2700 W / PO Box 148240
Salt Lake City, UT 84114-8240
(801) 965-4559
Fax: (801) 965-4847

Ports of Entry Division, (Motor Carrier Division)

Size & Weight Regulations, permits, routing, etc.:

Headquarters:
4501 S 2700 W / PO Box 141210
Salt Lake City, UT 84114-1210
(801) 965-4508
Fax: (801) 965-4936

24 hour permit information:

Perry POE (Utah-Idaho)	(435) 734-9414
Wendover POE (Utah-Nevada)	(435) 665-2274
Echo POE (Utah-Wyoming)	(435) 289-3122
St. George POE (Utah-Arizona)	(435) 673-9651

Commercial Drivers License Division

CDL applications, CDL testing, Utah issued CDL information and queries:

3495 S 300 W
Salt Lake City, UT 84115
(801) 288-5350

Office of Motor Carriers, (Federal Highway Administration (FHWA))

ICC information, USDOT numbers, rules and regulation questions:

2520 W 4700 S, Suite 9B
Salt Lake City, UT 84119
(801) 963-0096
Fax: (801) 963-0093

Utah State Tax Commission

IFTA filings, IRP vehicle registration, decals, property tax for motor carriers:

Motor Carrier Services
210 N 1950 W
Salt Lake City, UT 84134-8040
(801) 297-7780
Fax: (801) 297-6899

Utah Highway Patrol, Motor Carrier Section, MCSAP

Vehicle inspections, load spills, HAZMAT information, traffic questions, tarp law questions:

5500 W Amelia Earhart Dr
Admiral Byrd Plaza, Suite 220
Salt Lake City, UT 84116
(801) 596-9248
Fax: (801) 596-9751

Utah Trucking Association, (UTA {former UMTA})

Forms, log books, regulation books, placards, medical cards, trucking information, etc.

975 W 2100 S
Salt Lake City, UT 84104
(801) 973-9370

Utah Highway Patrol Safety Inspections

State safety inspections (which meets the Federal Safety inspection requirements), inspector requirements, inspection station queries:

4501 S 2700 W / PO Box 141100
Salt Lake City, UT 84114-141100
(801) 965-4511

Road Condition Hotline: 1-800-492-2400

Highway (traffic) conditions, road conditions, travel information, etc.: Voice interactive Dial 511

Motor Carrier Hotline: 1-801-964-4487

Winter Command Center:

Yellow 1-800-635-4759 ext 1
CF 1-800-453-8001

APPENDIX I

DRAW BARS-TRUCK & TRAILER COMBINATIONS

The draw bar or other connection between the two vehicles, one of which is towing or drawing the other on a highway, will not exceed 15 feet in length from one vehicle to the other, when measure from the rear most portion of the body, frame or chassis of the forward vehicle to the front most portion of the body, frame or chassis of the vehicle being towed. (Re: UCA 72-7-403(1)(a) & Utah Attorney General Ruling 1994).

When a trailer frame extends more than 30 inches ahead of the trailer box, a Visual Safety Barrier (VSB) will be required on the extended portion of the trailer frame. The VSB may extend forward, from the point of conjunction with the cargo carrying trailer box, a maximum of 90 inches (7 feet 6 inches). This VSB will be constructed to provide motorists with a visual warning of a towed trailer. This device will be at least 36 inches in height, measured from the top of the trailer frame extension to the top of the VSB, at the point adjacent to the cargo carrying portion of the trailer. This framework will be marked on the outside face with red and white reflective tape, amber marker lights, or side markers as specified in Federal Motor Carrier Safety Regulation 393.11, making it visible to a motorist traveling parallel and adjacent to the truck and trailer combination. The intent of this regulation is to enhance the safety and visibility of the area between the truck and trailer.

The measurement to determine the length of the draw bar will begin at the frontmost point of the VSB, to the rearmost portion of the truck. In no case will this measurement be more than 15 feet. In making a determination on a case by case basis, each officer or agent's best judgment should be documented and supported by photographs of the "frame" or "connection" in question wherever possible.

This interpretation does not pertain to a combination of vehicles transporting poles, pipe, machinery or other objects of a structural nature which cannot readily be dismembered (dismantled) and furthermore, it does not pertain to flatbed trailers, container carriers (chassis), dry or liquid tank trailers, or bottom dump trailers. It pertains solely to pup trailers whose bed has been attached to a frame in which the frame extends in front of the body or dump bed. (Re: Utah Attorney General Ruling 1994 & UCA 41-6-1[33]).

The Motor Carrier Advisory board, Utah Department of Transportation, and UHP have all agreed to the following clarification of Section 72-7-403(1)(a) Utah Code Annotated as it pertains to the legal draw bar (tongue) length. (*April 2002*)



**APPENDIX J
PILOT / ESCORT VEHICLE CHECKLIST**

PILOT/ESCORT VEHICLE CHECKLIST

DRIVERS NAME:		DRIVERS LICENSE #:	STATE & EXPIRATION OF LICENSE:
COMPANY NAME:			VEHICLE LICENSE PLATE #:
COMPANY ADDRESS:			STATE & EXPIRATION OF LICENSE PLATE:
CITY:	STATE:	ZIP:	COMPANY PHONE:

CHECK EACH ITEM BELOW. LIST DISCREPANCIES IN THE COMMENT BLOCK.

DRIVER

- ☐ *18 OR OLDER
- ☐ *VALID DRIVERS LICENSE
- ☐ *CERTIFICATION:
State _____
Cert. Number _____
Expiration _____

VEHICLE

- ☐ *95" MINIMUM WHEELBASE
- ☐ *12,000 G.V.W. MAXIMUM
- ☐ *NOT TOWING A LOAD
- ☐ *VALID INSURANCE
- ☐ *REGISTRATION

EQUIPMENT

- ☐ *24" OR 18" STOP/SLOW PADDLE
- ☐ 8 REFLECTIVE TRIANGLES
- ☐ 8 FLARES (OR APPROVED ALTERNATE)
- ☐ THREE 18" ORANGE CONES
- ☐ *FLASHLIGHT, 2 OR MORE D" CELL
- ☐ EXTRA OVERSIZE LOAD SIGN 7'X18"
- ☐ *ORANGE VEST OR JACKET
- ☐ *ORANGE HARD HAT
- ☐ FIRE EXTINGUISHER
- ☐ FIRST AID KIT
- ☐ *HEIGHT POLE (WHEN REQUIRED)
- ☐ JACK AND LUG WRENCH
- ☐ SPARE TIRE

WARNING LIGHTS

- ☐ *TWO 6" LARGER, EACH SIDE, OR
- ☐ *ONE ROTATING / OSCILLATING

OVERSIZE SIGN

- ☐ *"SLOW VEHICLE" IF REQ'D.
- ☐ *YELLOW BACKGROUND 8" X 1" BLACK LETTERING
- ☐ MINIMUM 5' ABOVE THE ROAD (IF POSSIBLE)
- ☐ *CLEARLY VISIBLE / CLEAN

RADIOS

- ☐ *TWO-WAY RADIO, OR
- ☐ *4 WATT C.B. RADIO

DISCREPANCIES, ACTIONS TAKEN:

TODAY'S DATE:	MILITARY TIME:	PORT OF ENTRY:
POE AGENT:	BADGE NUMBER:	
DRIVER'S SIGNATURE:		DATE:

- ☐ PASSED INSPECTION-SATISFACTORY
- ☐ PASSED INSPECTION WITH CONDITIONS - SINGLE TRIP ONLY
- ☐ FAILED INSPECTION-UNSATISFACTORY ***

- ☐ JAN-JUNE(RED) ☐ JULY-DEC(BLUE)

All items mandatory to escort in Utah

Inspections resulting in a conditional rating must have missing requirements satisfied prior to next dispatch. Repetitive conditional or unsatisfactory inspections may result in suspension or revocation of privilege to pilot/escort in Utah.

OOS (Out of Service) May not escort a load in Utah. More than 50% of non-essential items will result in an unsatisfactory rating.

APPENDIX K
OFF TRACKING



Michael O. Leavitt
Governor

Thomas R. Warne
Executive Director
John R. Njord
Deputy Director

State of Utah

DEPARTMENT OF TRANSPORTATION

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801)965-4000
FAX: (801) 065-4338
INTERNET www.sr.ex.state.ut.us

Commission:
Glen E. Brown
Chairman
James G. Larkin
Hal M. Clyde
Dan R. Eastman
Stephen M. Bodily
Jan C. Wells
Bevan K. Wilson

REQUIREMENTS FOR OBTAINING PERMITS FOR OPERATING A TRUCK & SINGLE TRAILER COMBINATION IN EXCESS OF 77 FEET TO A MAXIMUM OF 85 FEET IN LENGTH

The owner or operator must provide the measurements indicated on the attached diagram to the Utah Department of Transportation for approval prior to permits being issued.

The off tracking of this combination will not exceed 17 feet while negotiating a 90-degree turn with a 60-foot radius.

Units operating in this configuration are required to have oversize and/or overweight permits. A copy of the approval form must be affixed to the oversize/overweight permit. Failure to comply with this regulation is a violation of the permit terms and conditions and may result in confiscation and revocation of the permit.

Except for steering axles, or super singles (14 inches wide or greater as indicated by the manufacture's sidewall rating) dual tires are required on all axles.

This approval is valid for the indicated truck-trailer combination only. All other combinations must be approved separately using the same process as outlined above.

Mail, fax or deliver diagram to:

Utah Department of Transportation
Headquarter's Port of Entry
PO Box 141210
Salt Lake City, UT 84114-1210
Office: (801) 965-4508
Fax: (801) 965-4936

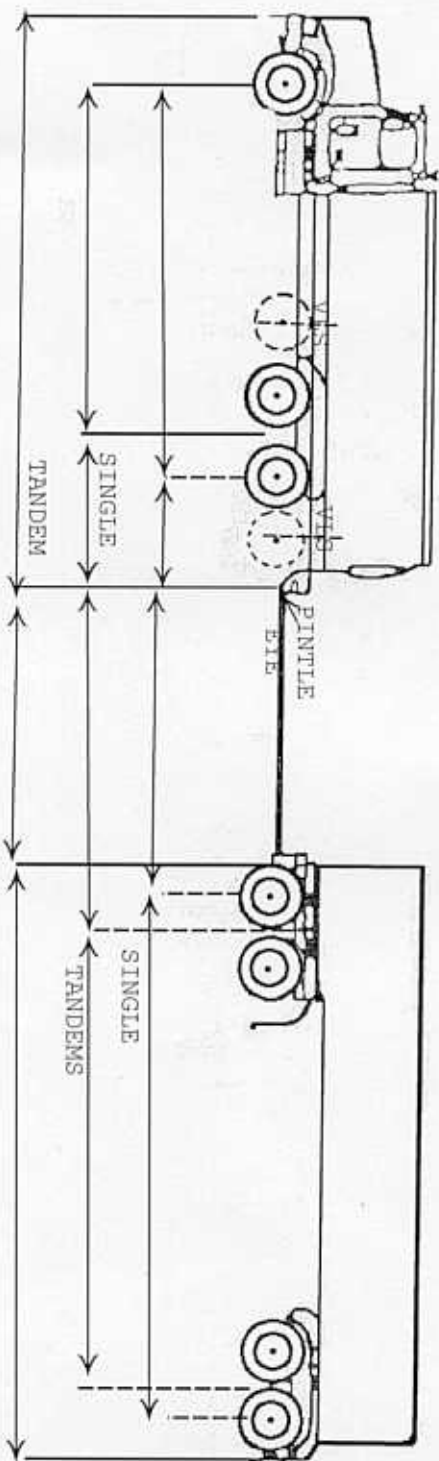
Measurement Guide For Utah Off Tracking Permit (Truck Tractor and Single Trailer Combination in Excess of 77' to 85' Overall Length)

Company Name _____ Company Address _____

City _____ State _____ Phone # _____ Fax # _____

Company Representative (Print) _____ (Signature) _____

Provide Measurements Indicated by Arrows (in feet and inches)
(Dual tires or super singles are required on all axles, except the steering axle)



Power Unit: Year _____ Make _____ Unit # _____ Plate # & State _____ Serial _____

Trailer: Year _____ Make _____ Unit # _____ Plate # & State _____ Serial _____

Overall Length (ft. & in.) _____ Tongue (drawbar) Length (ft. & in.) _____ Misc: _____

Approved: _____ Date: _____ Misc: _____

This permit must be attached to your oversize/overweight permit. It is valid for the life of the designated truck-trailer combination.)

Instructions for Filling Out Off Tracking Diagram

Always measure in feet and inches (or 10th of a foot)

1st Measurement: Center of steering axle to center of drive axle (single axle) or axles (dual axles).

2nd Measurement: Center of drive axle (single axle) or axles (dual axles) to beginning of tongue (drawbar) or pintle eye.

3rd Measurement: Beginning of tongue (drawbar), pintle eye, or front of converter dolly to center of (1st) first axle (single axle) or axles (dual axles) on the trailer.

4th Measurement: Center of front axle (single axle) or axles (dual axles) on the center of the back axle (single axle) or axles (dual axles) on the trailer.

5th Measurement: Overall length of the truck tractor (power unit), front bumper to back bumper, pintle eye, etc.

6th Measurement: Beginning of tongue (drawbar), pintle hook, converter dolly, etc., to beginning of the trailer (box, frame, dolly, etc.)

7th Measurement: overall length of the trailer (front of box, frame, dolly, etc., to rear of box, frame, bumper, etc.)

8th Measurement: Overall length of the truck tractor and trailer combination (bumper to bumper).

Any miscellaneous information pertaining to this combination.

Mail or fax the diagram for approval to:

Utah Department of Transportation

Headquarter's Port of Entry

PO Box 141210

Salt Lake City, UT 84114-1210

Office: (801) 965-4508

Fax: (801) 965-4936

**APPENDIX L
CARGO CARRYING LENGTH**

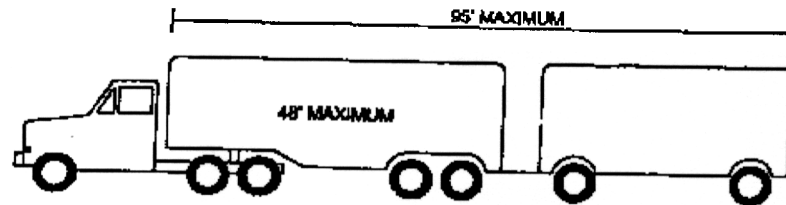
LONGER COMBINATION VEHICLES

ROCKY MOUNTAIN DOUBLE

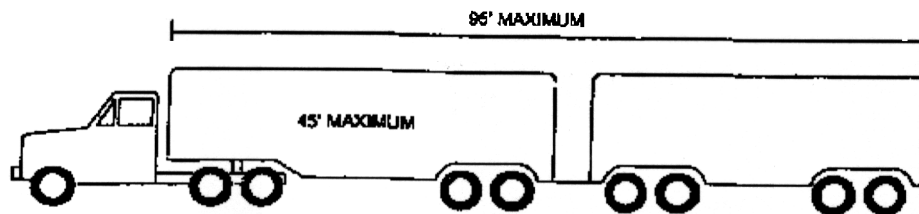
Secondary Roads



Interstate System



TURNPIKE DOUBLE



TRIPLE TRAILERS



APPENDIX M

OVERSIZE LOAD TRAVEL RESTRICTIONS BOUNDARIES MAP

